The magazine of the Jaguar Enthusiasts' Club

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May 2015
Vol 31 No.5

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Editorial

Another packed magazine for you this month

The build up is starting towards a fantastic and hectic summer of Jaguar activities. In this month's magazine we report on the International Spares Day at Stoneleigh. James and Ray in Club News talk about the new Eastern Day taking place this month and our other events of the year.

It's also time for the FBHVC's Drive it Day and I understand a lot of our Regions are involved. Another great opportunity to get your Jaguars out, perhaps for the first time this year. Coinciding with this is the annual Jaguar London to Brighton Run and a report on this will appear next month in the magazine along with other reports on the two spring seminars and the German Essen show. Apart from any Region events taking place this month, there's also another XK8 Forum run happening, (something else coinciding with Drive it Day). This time the Forum run moves to North Yorkshire and this will be reported on next month as well.

Returning to the topic of coverage in this month's magazine, on the technical side Bob Bate continues his servicing and tuning work on carburettors which is building up nicely into a comprehensive set of articles for future reference for anyone with a carburettered Jaguar engine. Something even more technical this month is Andy Carruthers' article looking into the diesel EGR valves in X-types, a known common area and one we thought well worth expanding on for owners and future owners.

Even more complex (but very interesting), our now regular contributor who has owned an XK120 from new, Bob Henderson, starts his series of articles on turbo-charging one of these cars. Bob has a fascinating history in the development of such systems and starts this month with a look at what turbos are all about.

On more general matters Peter Simpson reviews his first sight of the new XE and ponders how it will affect XF owners and prospective buyers along with information on the last updates of the old XF models AND the detail on the new XF replacement. I take a long hard look at the current XJ, to consider if it is a viable alternative to my megga-mileage X-350. Most of our model Forums get extra useful coverage this month as we have the space prior to the build up of events to cover and, of course, racing exploits throughout the year.

All this goes to prove that there is so much happening for Jaguar enthusiasts' and we hope something to interest everyone. We pride ourselves on providing a comprehensive service for all members AND their families. As Ray Searles points out in the Club News pages, your support by attending these events is important to us, just as we are always looking for help in organising and running events. Read more on this in his column.

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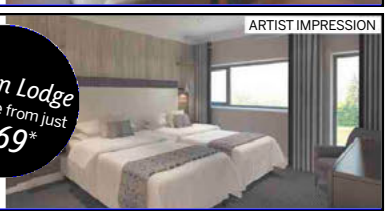
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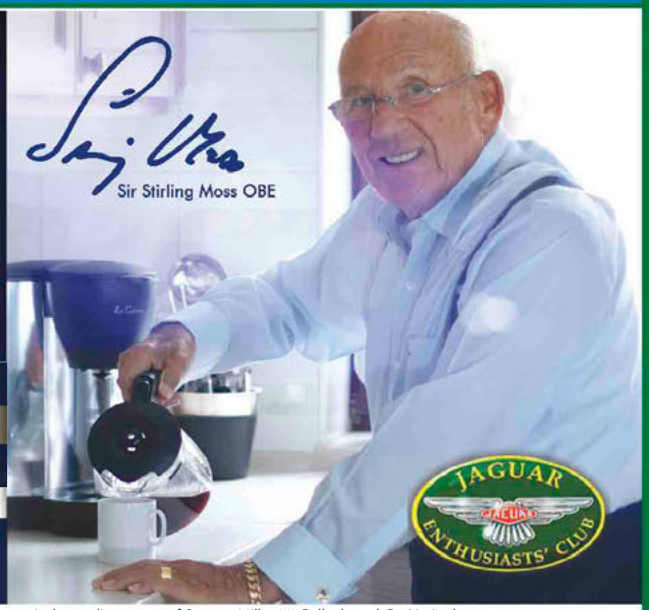
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Chairman's Chatter

Rob Jenner, the Club's current chairman reports.



Spring has sprung, we have had some lovely days north of the border, and Jaguar time is well and truly with us now. The show season is in full swing, Drive it Day has just passed and I hope you all made good use of the opportunity to stretch your Jaguar's legs. For me it was yet another long trip into the deep south to attend Nigel Webb's Mark I day, a great event which we will report on in a later edition of the magazine.

I will also have been out to the Techno Classica show in Essen, Germany, by the time you read this. I am sure our Editor, Nigel Thorley, will report on this in the next issue.

Our next big event as a Club, is of course Eastern Day at Ickworth House. This is almost your last chance to pre-book, as we are only a few weeks away, so be quick if you want to enter the concours, sell your car, or just come along for the weekend. There may well be some rooms left at our recommended hotels as well so please check with our Bristol office. I intend to be there if I can, but may be a little worse for wear as the NHS will be putting me under the knife two days before, if of course the date does not get cancelled yet again. So if I make it, and you bump into me, do it gently please as I will be very very fragile!

Looking further into 2015, Western Day will be our celebration of forty years of the XJS, well in fact just over forty years as the exact date was 10th September 2015. "A black day for Modena, Stuttgart and Turin" as the launch brochure stated! We are attempting to achieve the largest gathering of XJSs we can, in with which we want a complete timeline of all possible variants and models of the car. If you would like to be a part of this once in a lifetime display, please forward your car's details to Letitia Mace at letitia.mace@jec.org.uk who is co-ordinating the display. You can also find details of this on our on-line forum in the XJS section. Please support this great event and your car doesn't have to be up to show standard for the large display or the timeline.

Other events to consider putting in your diary of course are Scottish Jaguar Day, XJ Coupe Day at Brands Hatch, Jaguar Super Saturday, and the Coventry Transport Museum's attempt on the world record for the largest gatherings of Jaguars and classic cars in one place, the Silverstone Classic, and the Donington Classic. Also why not visit the Club's racing section of the website and see if the racing boys are performing near you soon. These are great days out, our drivers welcome you to get up close in the paddock, a great bunch of people, so please consider supporting them.

If none of these appeal then we have dozens of Regional and Forum events being held around the country. Check the website for full details on any of these events, they are all listed there. Finally of course, why not visit your local Region's monthly meetings if you do not already do so. These are a great source of Jaguar knowledge and local information on what is happening in the classic car world. Make the visit and break the ice, get involved, it's your Club remember.

My tour of the Regions is in full flow now. I have been truly amazed at the number of members who sit and listen to the ramblings of my youth, car buying, and selling occasionally, and life in Coventry in a car family in the 50s, 60s and 70s. Watch out Shropshire, West Sussex, Isle of Wight, Warwickshire, Central, and East Sussex, I'm on my way!

For those of you who always ask for an update at Jenner Towers, well, we had snow two days ago on 30th March, along with 65/70mph winds, nice. But all is now well, sunny, clam and cold. This gave me a chance to update the MOT/tax/SORN situation on my cars. It transpires my MOT guy will be busy over the next two months with nine cars due an MOT, and two to tax at £500 each. An expensive hit on its way.

Looking back at last month's report I promised to use two of my well known cars more in 2015. Well, my XJ40 V12 and my ex-Jaguar Heritage XJR (P760 NRW) are both taxed as promised and ready to go, and, in fact NRW will be going back to its birthplace soon, Browns Lane, Coventry, to have its annual service done by Jaguar Heritage. A fitting tribute, a good stamp in the book for a very special (to me anyway) car.

Oh, of course, the Italian one - air bag light on, no brakes, in dock again, what else would you all expect?

Remember keep your cars on the black bit and the right way up and you will be fine.

Blackwell's Bulletin

Maybe it's me as the Club's Assistant General Manager but this year seems to be flying by. I can really understand what Einstein meant when he wrote "Time is relative". Already I am writing this for the May magazine and the shows are clocking up.



As I type this I am preparing to go to Essen for the Techno Classica. This is an outstanding show (as I say every year), but this year it is made a little different with Nigel giving a talk to our members, hosted very kindly by Jaguar Heritage on the Friday night. I hope to report back on a successful show with the help of Joachim, Nigel, Rob and Helen, as we have all worked very hard to try something a little different this year.

No time for slacking off as it is now May and we have our first national day at Ickworth House. The stunning location is a first for us as a Club in many ways, the location being one, but in terms of organisation, it's what you don't see behind the scenes. As Ray mentions in his events piece, there is a small group of us organising these shows throughout the year and the extra demands the shows put on our time is great. But with our new approach of handing a good chunk of the organising and ground work over to the local Region we will hopefully produce a different and more varied show for our members now, and in the future.

At the end of this month I also hope to take the long drive from Bristol to Brands Hatch to support Keith Parrington who has organised the 40th anniversary gathering of XJ Coupes. He has managed to organise a discounted rate for entry to Brands Hatch for the Sunday 31st May for just £8, or £14 for the whole weekend of racing Saturday and Sunday. Just visit http://www.brandshatch.co.uk/calendar/2015/may/bh-cscc.aspx and enter the code "JEC".

Keith has worked hard on social media to generate interest in this gathering and we hope those who have indicated that they are going do so, as it will be quite a sight to see so many Coupes all in one place, getting the limelight these stylish coupes deserve. Using our racing as a backdrop is also a neat way to tie a few activities together. The Club's successful racing arm run by Terry provides the perfect opportunity to have meets and gatherings away from the normal 'Parking in a field'.

After that the main focus shifts to the Silverstone Classic celebrating its 25th anniversary. We are already looking really busy with exciting numbers already booked for the infield display on the Copse banking. I hope to see those participating increase so we can have a spectacular display of Jaguars old and new. Also Art Lawrence is organising a picnic for E-types on the Saturday, which will add an extra element to what promises to be a great display already. If you have an E-type and want to register your interest, please contact Art Lawrence via email: art.lawrence@jec.org.uk but don't forget to book your Silverstone ticket direct with them and request that infield pass by visiting http://www.silverstoneclassic.com/Content/Welcome and using the Club specific code. The early bird offer has ended now, but pre-booking is available right up until the end of this month.

The Forums are working hard to create events that are model specific for you to enjoy, as life style and socialising is such an important part of being in a Club. Steve Howard has organised a couple of interesting visits to the Morgan Factory and Haynes museum for X-300 owners, Naki has a meeting at the Ace Café (4th May) for XJ40 owners and Mike Horlor always has a few runs and meets organised for XK owners. Add to this the XJS 40th celebration and Joachim's Mark VII to IX get-together too, then there is a lot of model specific action going on.

Moving away from the social side we have a technical archive stretching back over thirty years now. We have been slowly compiling some of these articles together into a useful format with the plan of creating an easy to access library for our members to quickly get the technical answers they need in a format that best suits them. This is a slow process, but when it is available it will be an asset worth its weight in gold. The current collection of X-300 servicing articles has been a gold mine for me in particular at the moment. In the meantime, if you have any particular articles that you would like to access, don't hesitate to contact me. James. blackwell@jec.org.uk Have a great month everyone.

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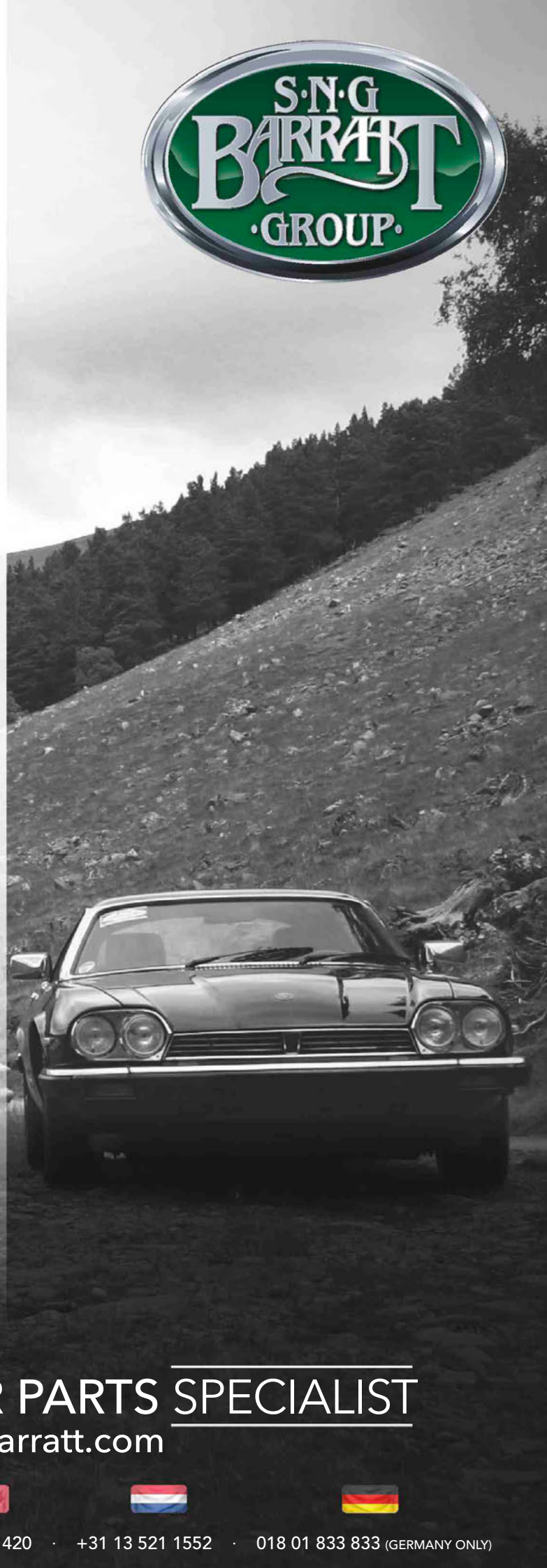
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- XJ40
- X308
- XJ6/12
- XJS
- XK
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More on events from Ray Searles

It is now only a matter of days until Eastern Day, so you need to get your skates on and do all your forward booking to avoid paying extra on the day itself. It's time to look at that long range weather forecast and make some executive decisions, as it promises to be a good day out for everyone.

If you can't make Eastern Day then do consider either Brooklands in August or Western Day (Bodellwyddan) in September. But before I get too carried away, I must first thank all those willing volunteers who helped make our stands at the Practical Classics Restoration Show and Techno Classica Essen a success. Without their help we could not make our presence felt at shows like these, so thanks to everyone for their hard work and effort over those particular weekends.

The second year of the Practical Classics Show saw growth in terms of footfall and lots more visitors as a consequence to our stand. Sales of memberships, raffle tickets, and items from the Gift Shop all went very well. Amazing to see that the 'two wrecks we had on that stand, a Mark 2, and an XJ=S Cabriolet in need of a sympathetic restoration, attracted more attention than we would ever have thought, a sign that the audience for this show, as opposed to the NEC in November, is a very different one.

That leads me onto my main request this month. Your Club events only happen on account of the time put in by the 'core' team, with an 'extended' list of team members lending their time as required. The extended team are a mixture of members who help out for a couple of hours at a show like the Restoration Show or Techno Classica, or who help for a whole weekend with the organisation of an event like Eastern Day, where Essex and Suffolk Borders Region are doing a great job. We always need more of these extended team members and from time to time we will put out appeals for help with particular events. However my concern at this moment is the 'core' team members, those people, like myself who are working in the background all year round to plan events as far ahead as 2017, to ensure there are always exciting and vibrant things to enjoy with your family and your Jaguar.



The core team is going through a phase of transition at this time, and we are therefore looking for some new faces to liven up our thinking, give us a fresh perspective, and improve the events we organise for you our membership. On 20th July I am going to our South Yorkshire Region at their invitation to talk about the 'Behind the Scenes' work that goes into a show like Thoresby, and I hope they will find that interesting and informative. But if you have ideas you want to share, experience in a particular area, or have simply gone home from one of our events feeling that you could have added some value, or that something was missing, then please do get in touch with either James or myself. Without the core team planning ahead there would be no shows, events, seminars or days out, so it is vital as a club that this key team is kept running and we have enough people to draw on to make the workload acceptable given we all have families etc etc. So I hope some of you will step forward and join us in what is (most of the time) a very rewarding experience. Our contact details are as always on the Club Information page in the magazine.

Finally don't forget to book your Silverstone Classic tickets asap to get the benefit of our special club rates.

New Members

This month we welcome the following new members to the Jaguar Enthusiasts' Club. We trust you will enjoy the Club and take advantage of the many services and facilities we have to offer. – Welcome:-

MR S AIKEN LINCOLNSHIRE
MR D APPLETON ESSEX
MR D ARNOLD DORSET
MR G BAKER ESSEX
MR M BALE CHESHIRE
MR D BANKS CUMBRIA
MRS L BARDEN HAMPSHIRE
MR G BARNES KENT
MR D BIGSBY EAST SUSSEX
MR T BLENNBACK SWEDEN
MR S BOLTON WORCESTERSHIRE
MR M BONNEY WEST YORKSHIRE
MR T BRATT OXFORDSHIRE
MR G BRENNAN WEST YORKSHIRE
MR L G BROWNE SPAIN
MR G BROWNIE ABERDEENSHIRE
MR R BRYSON SOUTH LANARKSHIRE
MR F BUSSEREAU LONDON
MR A CALDER SOUTH GLOUCESTERSHIRE
MR T CAREY DORSET
MR P CHALONER SURREY
MR R CHAPMAN WEST MIDLANDS
MR M COLLYER WEST SUSSEX
MR M CONNOLLY HAMPSHIRE
MR C COOMBES RUTLAND
MR S CREAMER HAMPSHIRE
MR W CROOKS WORCESTERSHIRE
MR H L CROWTHER WEST YORKSHIRE
MR R DANIELS OXFORDSHIRE
MR M DJELAL SURREY
MR M DUNSCOMBE DEVON
MR S DYER SOMERSET
MR D ERRINGTON EAST RIDINGS OF YORKSHIRE
MS SUSAN ESKE STAFFORDSHIRE
MR G EVANS CORNWALL
MR R EVES CANADA
MR M FOWLER WEST YORKSHIRE
MR P FRANCIS GIBRALTAR
MR V GILLINGHAM KENT
MR G GRASSI ITALY
MR D GREEN CHESHIRE
MR S HALLAM HAMPSHIRE
MR C HAMILTON CORNWALL
MR R HANFORD SOUTH WALES
MR B HARRIS CHANNEL ISLANDS
MR T HARTSHORN NOTTINGHAMSHIRE
MR R HAYDEN U S A
MR I HIGHFIELD WARWICKSHIRE
MR M HODDER BEDFORDSHIRE
MR A HOLDER SOUTH WALES
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MR S HUGHES WEST MIDLANDS
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MR A J LEE NORFOLK
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MR J H LOVAAS LONDON
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MR P MASLIN RUTLAND
MR R MAWSON CUMBRIA
MR I MCDONALD EAST RIDING OF YORKSHIRE
MR S MCHALE DEVON
MR T E MILNER, KENT
MR A MITCHELL, SHROPSHIRE
MR T MORPETH, EAST SUSSEX
MRS H MORRIS,WARWICKSHIRE
MR R MURESAN, SWITZERLAND
MR C NEAL, NORFOLK
MR J NEVIN ,CONWY
MR S NICHOLLS,LANCASHIRE
MR K NICHOLSON, SURREY
MR C OLDHAM, NEW ZEALAND
MR D K OLIVER, ESSEX
MR A OLIVER, SOUTH YORKSHIRE
MR V OLSEEN, LONDON
MR G OPENSHAW, NOTTINGHAMSHIRE
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MR A STACEY WEST MIDLANDS
MR S STAINSBY SOMERSET
MR D STEPHENS HAMPSHIRE
MR S STEVENS BRISTOL
MR I STIBBS WEST MIDLANDS
MR T A STLYNG NORWAY
MR R STRINGER LEICESTERSHIRE
MR T D SULLIVAN IRELAND
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EVENTS, TOURS & SHOWS
May to June 2015





For more detailed information on any of the events mentioned here, contact the Region concerned or the Club's office in Bristol. More information can be found on our website www.jec.org.uk

Sharing the Passion

MAJOR EVENTS & TOURS

May 2/4th	Donington Historic Festival, Donington Race Circuit, Derby.
May 17th	Club Eastern Day, Ickworth House, Bury St. Edmunds.
May 21st	Club Spa Classic Tour.
May 30th/31st	Tatton Park Classic Car Show, Manchester.
May 31st	Club Irish Tour.
June 7th	Wessex Car Show organed by the Dorset Region
	Essex Sussex Region Annual Jaguar Day
	Tamar Region Jaguar Day
June 12th/15th	Club Caravan Rally
June 14th	North East Jaguar Day at Durham Regatta
June 21st	Great West Jaguar Day organised by the Devon Region
June 27th	Jaguar Super Saturday, Coventry Motor Museum
June 28th	Scottish Jaguar Day, Doune

CLUB FORUM EVENTS

May 4th	XJ40 Forum meet, Ace Cafe, London.
May 31st	XJ Series Forum, 40th anniversary of the Coupe, Brand Hatch Circuit, Kent.
June 10th	X-300 Forum visit to the Morgan Car Factory
June 13th	X-300 Forum visit to the Haynes Motor Museum, Yeovil, Somerset
June 18/22nd	XK8 Forum Heidelberg Tour, Germany.

REGIONAL EVENTS

May 4th	Blindley Heath Show, Kent Region
	Notts & Borders Region at the Retford Charter Day
May 8th	Notts & Borders Region Weekend Away
May 10th	Kent Region at the Battlesbridge Classic & Autojumble
	Thames Valley Sports Car Day, Hambledon
May 14th	Big Saloons on Tour in Germany (Mark VII/VIII/IX models get-together)
May 15th	South Lincolnshire Region Tour of North Yorkshire Moors
May 17th	Glasgow Region Stirling Classic Car Show
May 24th	Lancashire Red Rose Region at the Capesthorne Hall Classic Car Show
	Kent South Region, Deal Car Show
May 24th/25th	Kent Region at the Crystal Palace Sprint
May 31st	South Downs Drive organised by the West Sussex Region
	Devon Region at the Tavistock Steam Fair
	Lancashire Red Rose Region at the Heskin Steam Rally
June 6th	Kent Region at the Hayes Village Fair
	Bucks & Herts Region, St. Leonards Fete
June 6th/7th	Edinburgh South East Region Thirlestane Show
June 7th	Kent Region at Burrswood Hospital Charity Classic Car event
June 13th	Bucks & Herts/London Regions at RAF Northolt Family Day
	Glasgow Region Hamilton Town Centre Classic Car Show
June 14th	Bucks & Herts Region at the Luton Festival of Transport
	Kent South Region , Wrotham Show
	Swallow Region Manchester to Blackpool Classic Run
June 19th	Essex Thameside Region weekend trip to Deauville
June 21st	Kent Region at Senlac Classic Car & Craft Show
	Norfolk Region at Watton Car Show
	Kent South Region Motor Madness Weekend, Sandwich
	Glasgow Region Boness Vintage Vehicle Gathering
June 27th	Bucks & Herts Region at the Radlett Classic Car Show
June 28th	Kent South Region Herne Bay Show

CLUB RACING

May 9th	Silverstone, Toyo Tires Jaguar Saloon & GT Championship
May 16th	Oulton Park, Vredestein Jaguar XK Race
May 30th	Brands Hatch, Track Day
June 28th	Donington Park, Vredestein XK Jaguar Race
July 11th	Rockingham, Toyo Tires Jaguar Saloon & GT Championship
July 18th	Snetterton, Vredestein Jaguar XK Race

CLUB TOURS

ABTA The Travel Association

2015 Programme

For specific information or advice on tours organised on behalf of the Club, please contact Simon Cronin tel 01962 852970 or email simon.cronin@jec.org.uk

APRIL 23rd - 28th - KEUKENHOF GARDENS TOUR, HOLLAND



A wonderful way to spend a few days in spring. Stay in the luxurious Huis ter Duin hotel in the seaside resort of Nordwijk am Zee with its long beaches and soft sand dunes. Enjoy a full day to visit the stunning Keukenhof Gardens, experience the spectacle of the Flower Parade as well as time to explore the area and make the most of this grand hotel's fabulous location and facilities.

Includes overnight crossings from Harwich to Hook of Holland with two bed window cabin (availability allowing), three nights B & B at the Hotel Huis ter Duin, secure parking, plus entry and parking at the Keukenhof Gardens. **PRICE: £649 per person (based on two per car sharing a double or twin room). Availability for this tour limited due to the popularity of the Flower Parade. Book via Travel Destinations tel 0844 873 0203.**

MAY 22nd - 25th - SPA CLASSIC



Join us at the historic Spa Francorchamps Circuit for this motorsport retro event. The track, twists amongst the pine forests of the Ardennes, offers many viewing opportunities to get close to the action. There is also the opportunity to drive this famous circuit.

Includes channel crossing, three nights B & B at a 4-star hotel in Spa, entrance, paddock and grandstand access, on-circuit parking for your Jaguar and access to a hospitality lounge. **PRICE: £459 per person (based on two people in a car, sharing a double or twin room). Optional circuit laps available at £110 per car. To book call Travel Destinations on tel 0844 873 0203.**

MAY 31st - JUNE 5th - IRELAND



County Kerry claims some of Ireland's most dramatic scenery, making the perfect area to explore in your Jaguar. Some of the best driving routes in Ireland on the doorstep to the wild Atlantic Way leading around the Dingle Peninsular, the Beara Way and the Ring of Kerry. The 5-start Dunloe Hotel, the base for a great touring holiday. **PRICE: £645 per person (based on two people sharing a twin or double room). More information or to book, call Travel Destinations on tel 0844 873 0203.**

JUNE 12th - 15th - CARAVAN RALLY



This time taking us to the village of Alderholt on the edge of the New Forest in Hampshire. **PRICE: £20 per night incl. electricity. Make cheques payable to A. Cronin, 24 Milverton Road, Winchester SO22 5AU. tel: 01962 852970.**

AUGUST/SEPTEMBER 29th - 5th - BLACK FOREST TOUR, GERMANY



This tour takes us to the beautiful valley of Durbach in the Black Forest, staying at the luxury Hotel Ritter. A variety of scenic road runs and evening events have been organised, including visits to the Porsche and Mercedes museums in Stuttgart, wine tasting and 5-course gourmet dinner.

Includes half board and some lunches. **PRICE: £1,499 per person based on 2 sharing a twin or double room. More information from Simon Cronin tel 01962 852970 or to book, call Travel Destinations on tel 0844 8730203.**

You could win this car for just £1

Help us to raise funds for a new lifeboat

Lifeboats

Fundraising in aid of the RNLI



Car supplied by Sturgess MOTOR GROUP

In 2014 the Club commenced a two year project to raise sufficient funds to build a new lifeboat, a vital search and rescue facility for the seas around the UK coast. Last year you successfully raised a total of £19,000 towards that goal. The Club and the RNLI are very thankful for your contributions. This year we need to ensure we raise the rest of the £41,000 to secure that lifeboat, so again we ask for your loyal support for this worthy project. To do that we have another fantastic car that you could win.

2007 Jaguar XK Convertible
Silver with Cream interior and Walnut veneer
23,000 miles only from new with one owner
Fully specified with full service history and in superb condition



Tickets cost just £1 or in multiples of ten for £10
Available from the Club's office tel: 0117 969 8186 or visit the Club's website at www.jec.org.uk for more information. The draw will take place at the NEC Classic Car Show in Birmingham during the afternoon of Sunday15th November

This lottery is licensed by the Gambling Commission under Part 11 of the Gaming Act 2005
Tickets cannot be sold to anyone under the age of 18 years
Terms and Conditions for the raffle can be viewed at www.jec.org.uk

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Whiter than white

The SMMT (Society of Motor Manufacturers and Traders) have identified that white was the most popular colour for new cars in 2014 (for the second year running).

White is now the colour of choice for UK car buyers Of the 2,476,435 new cars registered in 2014, 22.2% were white – representing the highest proportion of white cars registered in any year since records began in 1996.

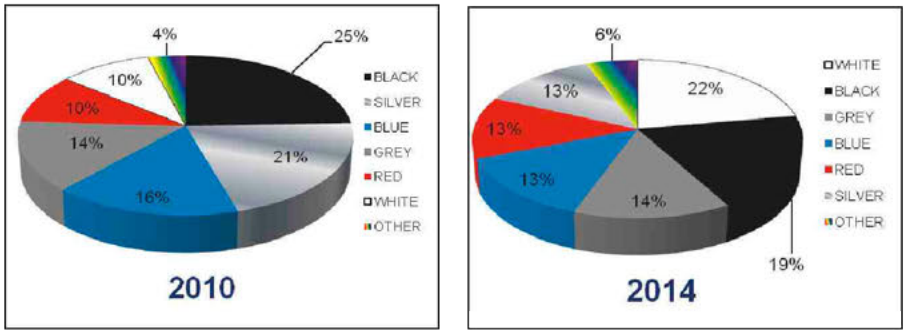
The colour's record-breaking popularity follows a strong upturn in the uptake of white cars, over the past decade. In 2010, white cars accounted for just under 10% of new car registrations, making it the sixth most popular car colour, with black and silver cars the best-selling. In 2005, less than 1% of the UK's new car buyers chose white.

In 2014, black cars took second place followed by grey, taking 19% and 14% of the market respectively. Silver – the second most popular colour in 2010 with almost a quarter of registrations – has now slipped to sixth place, accounting for 13% of the total new car market.



White is now the favoured colour in the UK as it has been for many years abroad in some hot climates.

Colour of new cars registered 2014 vs 2010



All white now. White became the UK's most popular choice

E-type watches

Jaguar and Bremont have announced the launch of two new watches themed on the iconic Jaguar E-type sports car.

The new watches are designed to complement the Lightweight E-type continuation cars that are currently being built by Jaguar Heritage.

The new watches feature design inspired by the Jaguar E-type sports car, which at its 1961 launch was not only the fastest production car in the world but - according to Enzo Ferrari - the most beautiful.

In working to capture the E-type's essence in a wrist watch, Jaguar's Director of Design Ian Callum and the creative team at Bremont selected the E-type dashboard as inspiration for the look of the new Mk I and Mk II watches.



The Mk 1 E-type watch and the rear of the MkII watch.

The MKI responds to the call for a more accessible version of the original 'Lightweight' limited edition watch by reproducing many of its design features, but eschews the white gold and aluminium of the Lightweight's case for a slimmer version finished in polished stainless steel. A date window at the six o'clock position on the rev counter inspired dial is similar to that of the Lightweight, featuring an off-set small 'seconds' indicator and a distinctive 'red line' quadrant between three and four o'clock. Behind the dial and domed crystal of the 43mm MKI watch lies a new movement with date functionality based on Bremont's meticulously finished self-winding proprietary BWC/01. The sapphire crystal case back reveals a striking automatic winding weight in the form of an exquisite miniaturisation of a three-spoke E-type steering wheel, complete with the iconic Jaguar 'Growler' face in its centre.

The MKII watch celebrates the golden era of 1960s sports car motoring, its black dial carrying the Jaguar Heritage logo above the six o'clock position and its hour markings presented in the style of the numerals found on E-type instruments.

The classic chronograph layout features two sub-dials at the three o'clock and nine o'clock positions achieved through the use of the beautifully decorated BE-50AE automatic movement which has been specially customised by Bremont to a unique specification, a subtle 'red line' on the 60-minute counter paying homage to the E-type's rev counter

The 43mm, stainless steel case fitted with a domed crystal to enhance the vintage appearance of the watch is made entirely in the UK by Bremont using its renowned, three-part 'Trip-Tick' technology which ensures hardness seven times greater than that of a normal steel watch.

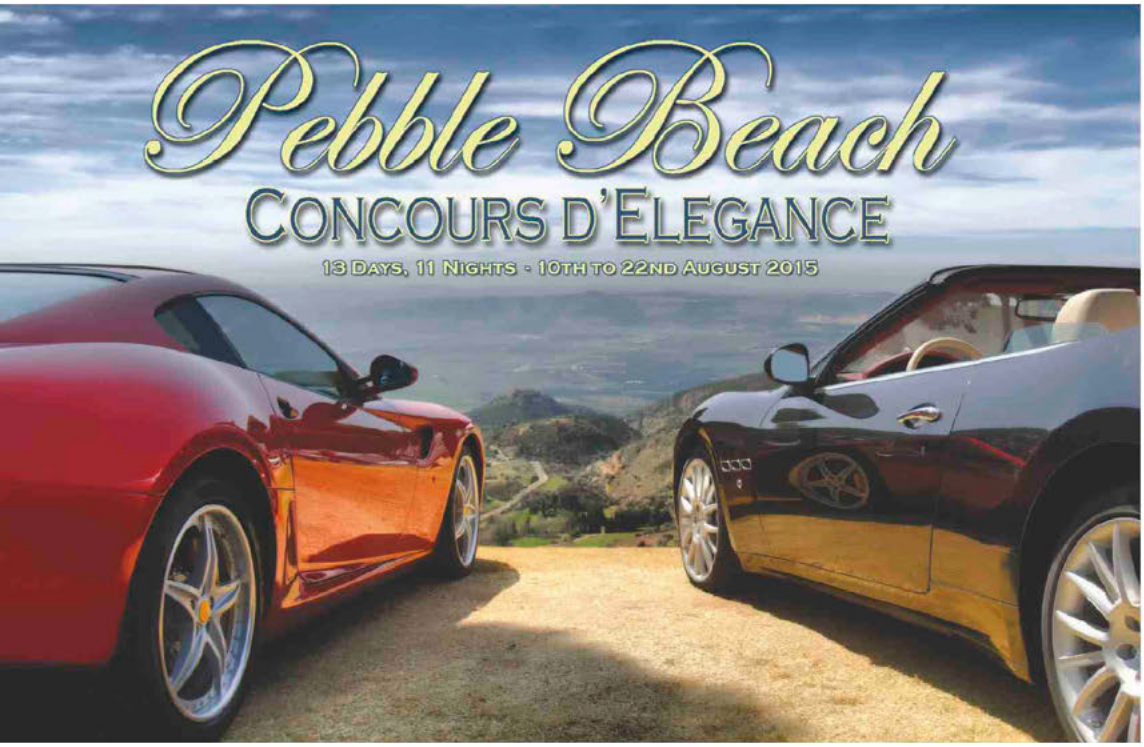
Visible through a sapphire crystal case back, the mechanism again pays tribute to the E-type with an automatic 'steering wheel' winding weight in the same style as that of the MKI. Further automotive imagery can be seen in the 'tyre tread' winding crown, which is topped with the Jaguar Heritage logo to match that of the dial.

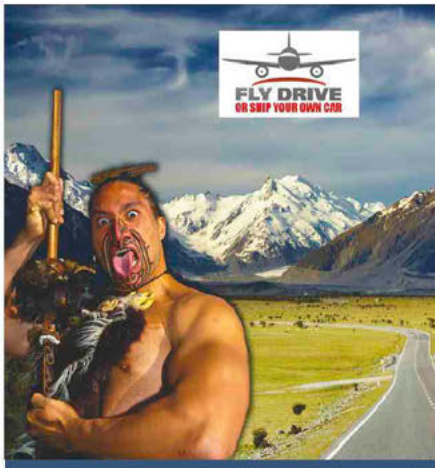
MKI and MKII watches will be supplied with a perforated 'racing' strap in true '60s style, together with traditional leather spare.

2015 Morgan's Yearbook

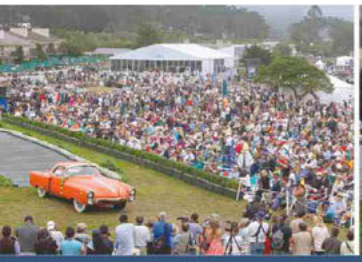
The Rotary Club of York Viking have now released their 2015 Morgan's Yearbook, which contains details of thousands of classic vehicle events around the country. Copies cost just £5 including postage.

If you want a copy contact their website at www.morgansyearbook.co.uk or telephone 01347 878198.





NEW ZEALAND
NORTH & SOUTH ISLAND TOUR
23 Days, 22 Nights
21st Jan to 12th Feb 2016







MONTEREY CLASSIC CAR WEEK & PACIFIC COAST DRIVE
13 Days, 11 Nights - 10th to 22nd August 2015
Including; Admission to Pebble Beach Auction & Pebble Beach Concours d'Elegance



CHINA TOUR
CHINA AUTO SHOW & MG FACTORY TOUR
10 Days, 8 Nights
20th to 30th April 2016



NEW ENGLAND
SPECTACULAR FOLIAGE TOUR
PLUS 3 NIGHTS IN NEW YORK
17 Days, 16 Nights
25th Sept to 12th Oct 2015



CANADIAN ROCKIES
VANCOUVER ISLAND & SEATTLE
PLUS OPTIONAL ALASKA CRUISE
17 Days, 16 Nights
6th to 25th June 2016



AUSTRALIA
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& MOTORCLASSICA, MELBOURNE
24 Days, 23 Nights
16th Oct to 9th Nov 2016

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The POS Column

A new regular page of comment and opinion from the renowned Jaguar historian and regular contributor to our magazine, **Paul Skilleter.**

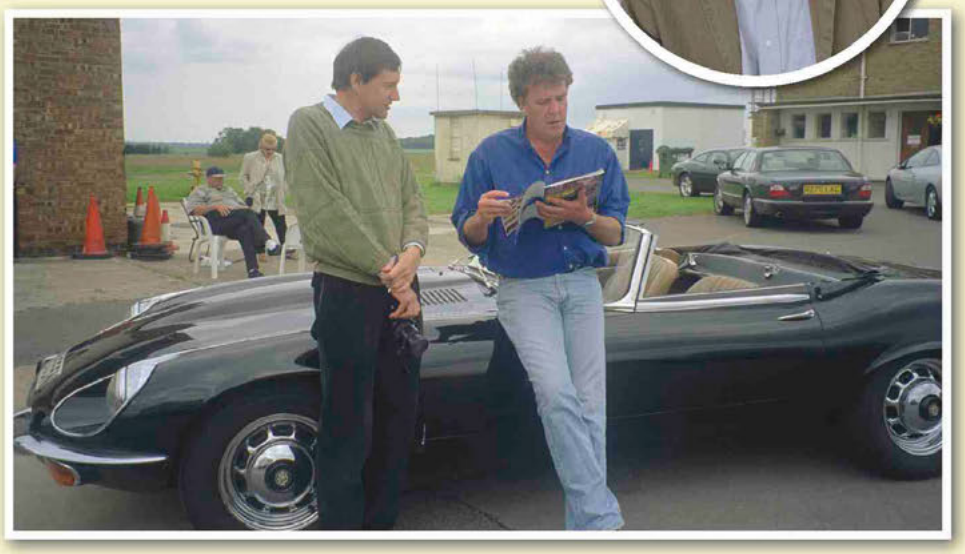


Missing a Gear...

It was a big surprise, to me at any rate, when Jeremy Clarkson made an enforced exit from Top Gear after having a barny with a producer. And, it seems, co-presenters James May and Richard Hammond won't be seen again on the programme either, as strangely enough their contracts expired at around the same time – which someone commented was rather a bad move by the BBC in connection with one of their most lucrative shows.

Now I must confess that I'm not a regular *Top Gear* viewer, as it often seems to be a light entertainment programme aimed more at 12-year-old boys (and my 94-year-old mother, who loves it) than at 'serious' motoring enthusiasts. However, for the first time in many months I did stay around to see what turned out to be the very last edition to feature the 'Three Boys'. This was because an F-TYPE R and Eagle E-type's low-drag coupé were due to make an appearance.

This high Jaguar content was not too unexpected as Jeremy Clarkson is, underneath it all, a great Jaguar supporter even though he does sometimes make barbed comments on the marque. And in that last programme I had to agree with some of his criticisms of the F-TYPE, specifically its dreadful low-speed ride qualities (especially on poor surfaces) and the exhaust noise. If you owned an F-TYPE and lived at the end of a long, bumpy lane, I would advise an early sign-up to Denplan. As for the exhaust, particularly irritating is the automated 'blip' on start up; this tends to make it seem to passers-by that you want to attract attention to yourself and the car, and it is unhelpful when you wish to depart discreetly late at night from, say, a friend's house. In these days of 'electronics rule', it would surely be quite simple to allow the driver to disable this function at will.



Your columnist chatting with Jeremy Clarkson during a Top Gear photo-shoot a while ago.

But we have to remember that the F-TYPE is all about making a statement – which is that Jaguar is once more making a true sports car, and if granny wouldn't like it much, then that's the point. It's all about connecting with the younger generation in the hope they will eventually go on to buy XEs or whatever. It will be interesting, though, to see if in the future that harsh ride will be tamed, perhaps with a 'touring' option for old softies, and/or whether the exhaust will be modified for more discreet departures.

Perhaps neither of these changes will happen, in which context it is interesting to note that the market where the new 6-speed ZF manual-shift option for the V6 F-TYPE (which I have for so long advocated) is in the greatest demand is the United States. There, in the land of pillow-soft suspension and auto everything, for many enthusiasts a true Jaguar sports car must still have a stick shift.

Great. I totally agree with them. Modern automatic transmissions are amazing and often fairly intuitive in terms of selecting the right ratio for the conditions, but there is just nothing like being able to change your own gears. It brings a certain tactile satisfaction in operating gear-stick and clutch and, to me, anyway, there's a greater feeling of being in control. However good the automatic 'brain' is, it's no substitute for the human variety. I would opt for an auto version (of almost any car) only if I knew I was going to be doing a lot of tedious city driving.

Meanwhile, I am sure that Jeremy Clarkson – whom I've known since he was a cub reporter on, I think, *Car & Car Conversions* over 30 years ago – will find gainful employment in other areas. He is first and foremost an entertainer, but he's been a friend of Jaguar too.



The F-TYPE is a superb car and is proving highly successful, but make sure your fillings are secure before driving any distance on bumpy tracks... *Photo: Paul Skilleter.*

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Mike Horlor reviews the state of play with XK prices and looks at overall reliability



It appears that good early XKs are now moving up in price. Get yours while there is still chance.

Although I can't claim to have carried out a statistically verified survey, casual observations of XK and XK8 secondhand prices suggests that both models are showing signs of bucking the usual depreciation curves associated with large-engined Jaguars.

Rather like the very best examples of the XJS, the best XK8s (low mileage and in tip top condition) have begun to appreciate from their nadir. Similarly, with the aluminium XK out of production, youthful 5.0 litre models are not displaying levels of depreciation typical of earlier XKs. The latter observation is odd and surprising in view of the fact that some unregistered examples still remain in dealers' showrooms. Perhaps buyers are reluctant to pay the windscreen sticker prices and the double road fund licence (£1000) for new registrations even after prices have been discounted. In which case, Jaguar dealers may need to reduce prices a touch more to make room for all the incoming new models like the XE and XF? It's just a shame that one of the new models isn't a replacement for the XK.

There is quite a gap in the model range now that Jaguar's GT has departed. Good and fun though the F-TYPE may be, there's always been room for a brisk continental mile muncher. Publically, Jaguar has left its options open on an XK replacement and rumours from the regular car magazines point towards an F-TYPE 2+2 or a grand tourer based on saloon underpinnings but priced well above £100,000 in today's money. Since Jaguar only has these two chassis options, the rumours are probably just that, rumours based on logical guesses. Amid the flurry of bread and butter saloons being designed and produced for day to day motoring, let's hope we lovers of Jaguar GTs aren't forgotten for too long.

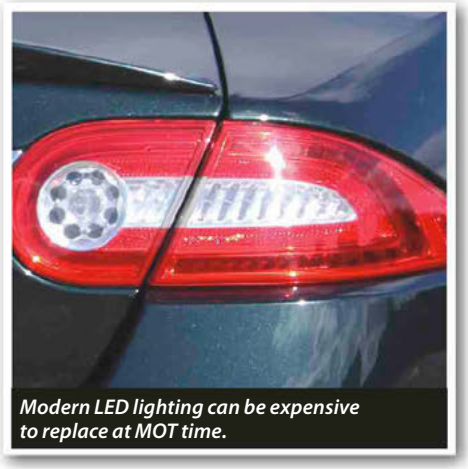
Jaguar reliability has improved immeasurably in the past twenty five years and is now amongst the best in any of the JD Power annual surveys. What is highly apparent today is the difference in the type of issue which is likely to require a recall or a manufacturer update. Once it was leaking seals, failing bearings and the like. Today it's very different where such mechanical issues occupy a minority of service bulletins to dealers.

A current example is an issue afflicting 2012 to 2015 XKs. On cars of this period, the parking lights have minds of their own. At least that's how it might seem to their owners. Leave these cars parked at night with side lights lit and after five minutes or so, the car will decide you have made a mistake and turns them off for you. Actually, it's the software designers who have made the mistake and, if it hasn't already, Jaguar will soon be writing to ask owners to take their cars in for a suitable software revision. Like so many software issues, it's an example of the law of unintended consequences.

LED lamps have been sold to the motoring public on the strength of their durability and convenience and no new premium model is without them. However, when inoperative, they are a lot more expensive to replace than



Even the late model XKs are in demand, so watch prices.



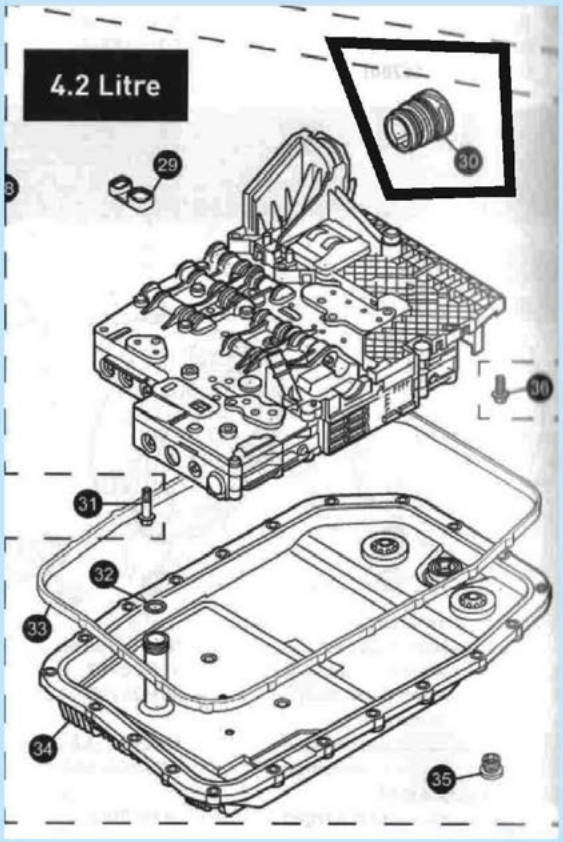
Modern LED lighting can be expensive to replace at MOT time.

an incandescent bulb. One or two failed LEDs in a lamp cluster are annoying but worse can happen at MoT time. Most lamps will fail the MoT test if more than 50% of their light sources (LEDs) are not illuminated. Exceptions are headlamps where there is no allowance for failed LEDs in the guidance notes issued to testers. Compare the cost of a headlamp with that of a halogen bulb before rushing to specify the latest optional LED headlamps on your next new car. In the meanwhile, owners of later XKs should keep their eyes peeled for failed LEDs in lamp clusters and remember the 50% rule.

A low tech problem

Continuing with mechanical issues, Doug Warren has written to advise owners of a low tech problem he has experienced on his XK8.

"As many owners of the Jaguar XK8/R will be aware, it's recommended that the gearbox oil and filter are changed periodically. Many may have already had this undertaken. Those that are considering it, be aware of a potentially expensive problem. Having taken my own 2005 XK8 into a franchise dealer for this to be undertaken in November 2013, I was horrified in January 2015 to see oil from the gearbox dripping on the garage floor. Having only covered 3800 miles since having the gearbox oil change, I was expecting this to be sorted at no expense to me. Unfortunately, the cause of the leak was a rubber sleeve that houses the electrical cabling to the gearbox above the sump pan. This item is not specified by Jaguar for replacement when an oil change is undertaken. As a consequence, I had to have a further oil change and new sump fitted at a cost to me of £500. All this could have been prevented had this item – which costs no more than £12 - been replaced".



The guilty sleeve that Doug Warren refers to is highlighted here.

Another early car find

Following earlier articles about Jaguar development cars for the XK model range, David Ireland reports that he too has a development car but for one of the XK8's model year variations.

"Research into the history of my XK8 Convertible was prompted by a recent XK8 Forum feature which asked if any members owned a Jaguar development car.

Available detailed information is taken from the "Direct Dealer Warranty-Vehicle Details" sheet, together with registration details and a VIN decode kindly supplied by Allan Jones the XK8 Forum Registrar.

The Vehicle Details sheet states:-

Registration Number: VX53 GKP.

Distance at last claim: 24,661 miles.

Description: XK Convertible 4.2 L 2005 MY, Classic + Classic Seats.

Despatched date: 28th October 2003.

CSO number: xxxxxx

Sold date: 15th June 2004.

Sold by: K2600-2 Jaguar Engineering - Tax paid Invoice.

Paint: Radiance 1975.

Trim colour: Ivory.

The features section details all equipment, standard and factory options that are fitted to the car. At the very end of this section there is this entry:-

2004.5 Model Year Parts

The remaining sections show details of the trim, other components and their serial numbers which are fitted to the car.

Key dates are:-

Despatch date: 28th October 2003 when the car was released from 'Production.

Registration date: 1st registered new to "Jaguar Engineering" on 25th November 2003.

Sold date: 15th June 2004 by "Jaguar Engineering".

The car was therefore owned by Jaguar's Engineering (Test & Development?) Department between November 2003 and June 2004, some seven months. There is no information that I can find from official or unofficial sources which confirms what they were doing with it.

The car appears to be a very well specified, 2003 MY normally aspirated 4.2 litre XK8 Convertible with "2004.5 Model Year Parts". These parts comprise all the items of the 2004 MY bodykit plus the ASL switch which replaced the cruise control master switch on the J gate. I am told it was used to test and prove the fitment of the 2004/5 parts as a pre-production "prototype" but, at first sight, the dates for this scenario do not appear to add up. My information is that Jaguar tool up the new model year cars during the summer shutdown in the previous August, and then start building to stock the dealers for later launch. If the Despatch Date of 28/10/2003 signifies its build date, then the 2004 Model Year cars were already



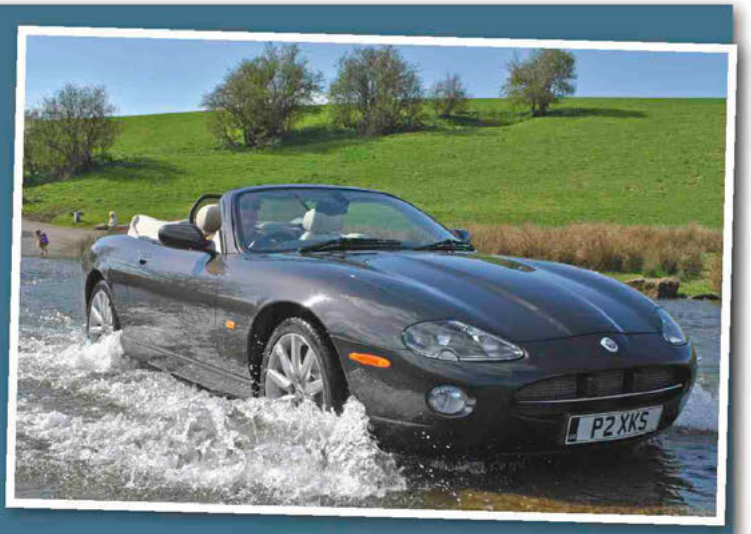
David Ireland's development car.

in production. This means the car was built as a 2004 model year car and was used by Jaguar Engineering to test and prove the 2004 Model Year upgrades post assembly, presumably for quality control purposes.

The year letter in the VIN is "5" for 2005 which confuses me further. The car was built on 28th October and registered in November 2003 so it was most likely built as a 2004.5 model year car. Whatever the precise events and purposes surrounding this car, there is no doubt it was taken 'off production' and used in Jaguar's product development and/or quality management process. It was the Ford takeover which marked massive change, at Jaguar, to a modern, professional, quality driven manufacturing process from the traditional Jaguar method of expecting customers to develop the cars via warranty claims. We all owe the mighty Ford Motor Company some gratitude for that."

My other car

Some of our other Forum Co-ordinators also run XKs, in this case Peter Simpson (XF Forum) runs another Jaguar, his summer car, an all-weather XKR.



Peter Simpson's car, an XKR.

An XK joins the ranks



Royston Morgan went looking for an S-type and ended up with an XK, this is how it came about.

Apologies for the length of this introduction but it is really necessary in view of what happened. In June we took a holiday in the form of a river cruise on the Danube from Budapest via Austria and Germany to Prague. I took the current edition of Classic Cars magazine with me and featured was a 1966 Jaguar 3.8 S-type for sale with the Epping Motor Company. Richard Gunn carried out a thorough road test on this Opalescent Dark Green car and stated that in many ways the S-type is a better car than its Mark 2 sibling, with its all round independent suspension. The photographs of the car, its engine, interior and the faultless way it drove and performed set me thinking that I would consider this car as a replacement for my very original 1965 Daimler 2.5 V8 saloon which I have owned since 1998. I emailed the seller with a view to getting an early appointment to examine the S-type and was disappointed when the reply came back to say the car was sold and already with its new owner.

On my return from holiday I looked for other S-types for sale in the Club magazine and on line and found a possible

candidate with Robert Hughes Automobiles in Weybridge, Surrey. This was a 1964 example well known to the Club as it had been displayed on the Club stand at the NEC, so I asked Nigel Thorley about the car and my intention to possibly part exchange my Daimler. As always Nigel's advice is very helpful and his first comment was "You need to drive the S-type as it would be different to your Daimler". How sound his advice turned out to be! So I arranged to test drive the S-type with Robert Hughes the following week.

The initial examination of the car indicated that the interior was in excellent condition, the wood having been restored and re-lacquered and the red seats in almost mint condition. The engine bay was in excellent form too so I am thinking this is a car in similar condition to my Daimler - a good start for a possible swap. The exterior of the S-type was black, unmarked and sitting on chrome wire wheels. The car looked the part. It was time for the test drive and Robert Hughes drove the car in a sporty way through each gear and with overdrive engaged we were soon bowling down the A3 at 70 mph.

I began to notice the difference between this very sporty S-type and my quiet sedate Daimler with its lazy 3-speed Borg Warner automatic box. My turn to drive now and with a certain amount of trepidation I sat in the driver's seat and immediately noticed the leaping cat on the end of the bonnet - different I thought. Into first gear and gently lifted the clutch and the car moved backwards - not a good start! Overcoming a possible weakness in the detent spring I eventually found first and moved off and on to the busy A3 for the return journey. Robert was very patient and told me to use the revs in each gear and drive the car. Nigel's words were ringing in my ears "You need to drive the car as it will be different to your Daimler". How right he was! This 3.8 S-type needed to be driven hard, something I had not been used to since my boy racer days of the 1960s in Ford Anglias and Cortinas, and I was not convinced that I wanted to enter this phase again at 72 years of age. I liked the car in many ways especially the way it looked and the interior, and I had not dismissed it altogether as a possible purchase. Was the S-type worth another £6000 I would pay by part exchanging my Daimler so this was my serious consideration?

Now to the bit that will really interest XK enthusiasts. Robert Hughes was also advertising a 2006 4.2 litre XK convertible in Frost blue with Ivory leather and 30,000 miles on the clock with a main dealer service history. I had previously checked out this car and had a print out of its history with every warranty claim and service carried out since new, including some corrective paintwork. The car was now in mint condition so could I drive it please? "You bet" said Robert and off we went with me in the driving seat this time.

I felt immediately at home with a similar driving layout to my everyday Jaguar, an XF, but a lot more power and a wonderful exhaust burbling away in the background. No hard decision this time but do I buy the S-type as well as the XK? "Sleep on it said Robert", which is exactly what I did.

After NO sleep I decided to keep my Daimler with its somewhat gentler driving style and have some fun with the XK. Tony Mills, the Service Manager at H A Fox in Nottingham (my local Jaguar dealer) with whom I have built up an excellent relationship with since buying four new Jaguars since 2004, had the XK on the ramp, drove it and gave it a clean bill of health. Needless to say I bought the car.

Fox's will be servicing the XK for me in the future but in the meantime my wife and I have been enjoying some top down motoring.

The experience of buying a car from Robert Hughes was outstanding and his knowledge of everything Jaguar impressive. He has some lovely Jaguars, older and modern for sale currently including that S-type which I almost bought.

Regarding the XK, what a wonderful car and what a great Club to be part of. We certainly enjoyed our first Club outing last year on the XK Forum run into Lincolnshire. Great camaraderie, good weather, excellent roads and food – what more could an XK owner want?

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Expensive but *exhilarating*



Fraser Mitchell reviews all the heartaches and joys of owning an XJ.

I have been meaning to write about my XJ6 for some time, but things always seem to intrude. Anyway, here are a few lines on my experience with the aluminium saloons, in my case, an XJ6 Sport 3.0 litre V6 petrol model.

In 2007, I had bought a Rover 75 Club SE, a 2001 2.5 litre V6 automatic with low miles, for not very much money at all, and this proved to be an excellent car, taking me and the family all over Europe. However, in 2010, the mileage was up to 85,000, and, more importantly, I was approaching retirement.

I have always been a Jaguar enthusiast, and kept my Jaguar Enthusiasts' Club membership going even though I hadn't owned a Jaguar since 2003. Apart from this, I have always admired the aluminium technology behind the X-350 cars, and the style was a continuation of my previous Jaguar, a 1980 Series 3 4.2 litre. At this point I have to say, though, that that car was very badly made. I believe 1980 was the absolute nadir for quality at Jaguar.

I owned the car for fourteen years, and spent most of those years putting right what Jaguar had failed to do correctly in the first place! However, in 2010, with good reports of Jaguar quality under the Ford regime, I decided I had an opportunity to once again own a Jaguar. I had the money, and the inclination, so I thought why not? I think we come to 'Windows of opportunity' in life from time to time, and I took this one up because one never knows what the future holds, and the opportunity might never occur again.

Finding the right XJ

So it was that I searched the internet, and found my Jaguar in a small dealer in Longton, Stoke-on-Trent. This dealer dealt in up-market cars, (there was a Ferrari in there when I came to look at the Jaguar), and the price seemed reasonable; £10,000 with the car on 30,000 miles with one owner. The service records looked reasonably good, and the car really was immaculate, although more of that later. So on 28th April 2010, I drove away in the car, having test driven it the week before and paid a deposit.

Just a few words about the car. It is a 2003 XJ6 Sport with the 3.0 litre V6 petrol engine, the car finished in Jaguar Racing Green with Ivory leather seats, Charcoal trim and grey stained birds eye maple veneer. I have to say that as a traditional Jaguar man, this trim took some getting used to, but now I consider it to be one of the best trim colour combinations in the X-350 range. Keeping the leather clean is a struggle, but one I am happy to undertake, so the car remains as smart as when I took possession in 2010, five years ago. Anyway, back to the owner story….

Driving the car away from the dealership, and just over a mile away, a small panic occurred in that having little petrol in the tank, I pulled into a garage to fill up, only to fail to see how I released the fuel filler cover! A quick phone call to the dealer sorted that one out. Getting the car home I studied it once again and all seemed well, but a few days later when washing the car, I discovered the dreaded aluminium lurgy on the front edge of the boot lid and nearby below the rear screen seal. I had read about this in the *Jaguar Enthusiast* magazine, but it only mentioned it in relation to the D post, about 2/3rd of the way up, due to a weld being present there. (I hadn't read the later article covering this in much more detail). So I had looked there and seen nothing, so thought all was well.

My first inclination was to rush back to the dealer and complain, but as we all know, this corrosion occurs over time and would have been there when I inspected and tested the car, but failed to see it. Frankly, I didn't see how I could complain about it having just bought the car "As seen and tested". Anyway, apart from that, I didn't want a quick dealer blow-over job, I wanted the full cure. So I went to the Jaguar main agent Royles in Wilmslow, Cheshire, to ask about it. They immediately gave me the address of a BMW local agent who had a bodyshop certified to carry out Jaguar aluminium body repairs and painting. So I took the car there and it was successfully repaired, and those repairs have lasted, there having been no return of the corrosion there. Royles contacted Jaguar to see if they would contribute to the cost, but they refused as the car had been out of the dealership network for so long. So I had to take the repair cost on the chin, over £1000 with the VAT. To do the job the rear screen had to come out to fix the corrosion below the screen seal, as it had started where

the seal sits on the screen aperture. So not a good introduction to the Jaguar aluminium technology. Needless to say, I have had the dreaded 'lurgy' appear subsequently in a few other places, but have repaired it myself as the value of the car is now a lot less.

A harsh ride

When I first test drove the car I mentioned to the dealer that the ride seemed much harsher than my Rover 75, but the car was in such ace condition, I bought it anyway. However, a few weeks of driving around on the 20" Sepang alloy wheels showed the ride really was verging on the unacceptable, in fact I was thinking of getting rid of it, and after only a few weeks of ownership! Why people want these dreadful large diameter wheels and very low profile tyres is beyond me. Where is the famous Jaguar boulevard ride? Gone, apparently!

However, I was at Royles one day, buying a new disk for the sat nav, when the dealer rang my mobile phone and asked me if I wanted to swap the wheels for some 18" ones. I immediately said yes, provided they were in good condition, so the next day I was back at the dealer. Apparently another X-350 had come in, a diesel version, with 18" wheels. On inspection, the tyres and wheels were in as good a condition as my Sepangs, so a swap was done there and then. It transformed the car. Changing the wheels was not totally cost free, as a change of wheel diameter can affect the speedometer and mileometer. Royles advised me that I should have the wheel size re-programmed, and this was done at a total cost of £38.78.

2010 running experiences

During the spring and summer of 2010, I was a pretty happy bunny. The car drove beautifully, and I put on quite a lot of miles. My parents then lived near Christchurch in the south of England, but had asked me to find them a small bungalow near us in Crewe. But before they moved up to Sandbach, my father went into hospital for a throat operation and was in there for many weeks. The upshot was that we had to make several trips there as my mother was on her own and in her nineties so needed some help. Fortunately their neighbours were able to help as well.

On these lengthy trips down to the south the car proved an ideal cruiser on motorways and fast dual carriageways. Driving at speed on the A34 south towards Southampton, I really couldn't believe I was now the proud second owner of a car that had cost the first owner well over £40,000! Fuel consumption was panning-out well too. On long trips I would get over 30mpg, but overall use including local domestic duties meant the average usually settled at around 24mpg. I don't think this is bad at all. Others claim better, but much depends on what the car is used for, in our case it does get used quite a lot around town for shopping.

So after an idyllic summer with the car, October came and I decided to have a service carried out as the service history showed it was overdue. Mileage at that point was



The 20" Sepang alloy wheels do not only contribute to a harsher ride but the tyres are much more expensive, but to many, they look great!

37,800 miles and the car seven years old. I had expected it all to be routine, after all, the mileage was very low. No, however, as Royles reported slight movement in the lower wishbone bushes and the lower air spring bushes. When I queried this, bearing in mind the low mileage, they said it was just advisory and the car would probably pass an MOT. So I decided that I would carry on until an MOT failure occurred.

However, only a couple of days later, and the weather a lot colder, I began to get "Air Suspension Fault" displayed on the dashboard screen, so back to Royles it went for examination. Royles checked the fault codes and advised a new air compressor was needed, so on that went, with my wallet nearly £400 lighter. The service had cost me nearly £390 only days before!

The new compressor cured the fault, and the fault has never returned in the five years I have owned the car. I do have a suspicion that the early compressors were not satisfactory and the suppliers, Wabco, had made some improvements.

A committed 2011

Winter 2010/11 passed without incident, the car going very well until in April 2011, the bonnet latch cable failed. It had been very stiff to open since I had owned the car, and I had tried to lubricate the latches and the cable itself, but it was quite badly rusted, so this had to be replaced. A local 'one-man band' garage who do servicing on my other cars did the job, and also made sure the cable was well-lubricated before installation. I have had no trouble since.

Summer 2011 and all sorts of odd things started to happen with the car. I got "Restricted Performance" messages appearing and the car would not change gear properly, there being some alarming thumps when changing from 2nd to 3rd followed by the fault message. On one trip to Rugby, we actually returned to Crewe without using the M6 in case the car broke down. Royles had the car in again, checked the fault codes, and reprogrammed the transmission control module, (TCM). All was well again for not much money but a month later whilst the original fault had gone, I was now getting the infamous 'hunting' syndrome, so back it went to Royles who again reprogrammed the TCM and also said that my front tyres were on the limits. Being in a hurry, (as the following week we were off to Scotland with my parents), and with Royles offering me two of the original type Pirellis for £217 each, I agreed for these to be fitted.

So once again, my wallet was considerably lighter, but autumn 2011 now came, and the next service was due, with the mileage now at 49,000 miles, so it was out with the wallet yet again. At this point I did wonder whether the expenditure would ever slow down, and slow down it did not! The central locking had been playing up for months, so I asked for this to be checked, and also complained that the 'hunting' had returned to the gearbox. So a new driver door latch, (made in Germany, by the way) had to be fitted, the TCM reprogrammed yet again, and then the final wallet thumping, a set of new rear pads and discs were needed. I queried why the rears seemed not to have lasted very long, and was told that limited-slip differentials were no longer used. Instead the car electronics are able to apply the brake on a slipping wheel, hence the car uses the rear brakes as well as the driver. One lives and learns.

As I paid yet another very large bill, (nearly £1000), I thought to myself that this is a car for very rich, patient, and phlegmatic people. The only problem was that I had the patience, but not the riches. The service and maintenance costs seemed to be awesomely large for a car on such a low mileage. I should mention here that the Rover 75 had not had to have any costly work carried out apart from the usual cam belts change, and my car prior to the Rover, a Mazda Xedos 9, hardly had a spanner laid on it in 100,000 miles. So my thoughts as Christmas 2011 approached were "Can I really afford to keep this car for much longer?"

Well, yes, of course I could. I was a Jaguar

enthusiast and we are all made of The Right Stuff! However, 2011 wasn't yet quite finished and I decided to make sure the suspension was up to scratch to avoid a potential MOT failure. This time, being aware of the eye-watering prices Jaguar charge for suspension components, I decided to try one of the Jaguar independents. So I took the car to XJK Jaguar in Newcastle-under-Lyme, Staffordshire for an inspection of the suspension. Nigel Thorley, our esteemed magazine editor takes his X-350 there and he lives near Doncaster, so I thought that was a good indication of their expertise. They showed me the wear in the rear lower wishbone bushes and advised they be replaced, plus a rear tracking arm, due to the ball joint having worn out. The car had passed the MOT earlier in the year, but I decided it was best to make sure of next year's MOT in advance. The wishbones were aftermarket, and cost less than half the Jaguar price at £190, Jaguar charging £460 at that time, (where on earth did they get that price from?). Even so, the final bill came to £826. This was the last bill of 2011.

Into 2012

In 2012, and into the second year of my ownership, the rush of big bills finally slowed down, and happy motoring was enjoyed until the service came due in September with the mileage now on 61,000 miles. So in two years I had done the same mileage that had taken the first owner seven years to achieve. As well as the service, XJK recommended the transmission fluid be replaced as they considered the Jaguar 'Filled for life' recommendation not a credible option for cars well out of warranty, in regular use, and expected to be run for many more years and miles. The trouble with this job is that just flushing out the old fluid and replacing the filter is not cheap; the fluid and parts alone came to £250. At the same time, the sealing sleeve where the connection to the TCM is located was replaced as it was leaking fluid. I believe later gearboxes have a better seal. All of this, plus the normal service, a set of front brake pads, and an air con service meant the bill came to a rather eye-watering £970.

However, we weren't out of the 2012 woods yet. For some considerable time since purchase, I had noticed that the headlights would occasionally flicker on and off, and during the day, the sat nav display would changeover to 'Night' mode for a second or two. The culmination of this fault came in November, when one evening, whilst driving along a dark and unlit B-road near Macclesfield on a moonless night, I lost all the headlights for about two seconds. I nearly laid a pile in my pants! Now an event like this would be fairly manageable on a wide and straight road, but I decided the risk was too great for this to happen again, so this problem had to be fixed. So once again, in to XJK we went, and after some checks, a new lighting switch was fitted and this cured the problem completely. The switches are not unreasonably priced at £125, and are also fitted on XK and XF cars, even the S-type I think. An inspection of the old switch showed that somebody unknown had fiddled with it. Who this was we shall never know, but clearly this person was too mean to fit another switch. Maybe he also had just paid a four-figure bill and had decided enough was enough.

Also in November, I started to get a fault light indicating a gearbox problem. XJK fitted a used gear selector, and all was well again.

2013 & 2014

2013 saw things starting to get better. The only visit to XJK was for the annual service, with the car now on 71,000 miles. This service came rather earlier than normal as the 10,000 service interval came up in ten months. As we were due to go on holiday to Germany in the car, the service was done before we went, as this trip normally sees the car doing about 2500 miles.

I had thought I was out of the repairs 'wood' now, (or is it an impenetrable forest?) but the start of 2014 saw yet more work and bills. Starting in January, for the first time I saw the dreaded words "Low Coolant" on the display screen. I had just left my driveway, so immediately turned round, and with a cold engine was able to undo the pressure cap straightaway and have a look. Yes, the coolant was indeed a little low, so I rang XJK who told me to come down the following day. Fortunately we are a multi-car family, so I was able to use the wife's car, (a virtually trouble-free 2001 new Beetle, note). A quick look around the engine compartment showed traces of coolant near the water pump, but no obvious source. That evening I used a trick I had picked up when searching for the source of small coolant leaks. The trick is to look around the engine compartment for leaks in the dark using a torch. The reason this works so well, is that during the day the eye adjusts itself for daylight, and misses the glint of coolant globules reflected back from the torch beam. But at night they glint like the stars in the sky, and so it proved this time.

The leak was found to be from where the header tank vent tube attaches to the water rail at the rear of the radiator fan. So, happy that I'd found the leak, I set off the following morning to XJK. Ian Kelsall came out and had a look and agreed with my prognosis, then said "You'll have to leave the car with us as we don't have the water rail in stock". This was a surprise as the leak seemed so trivial, but he told me that the connection could let go at any time, whereupon I'd lose all the coolant and could, if I didn't spot it, overheat the engine and damage it. So it was home on the bus and train.

When we arrived at XJK two days later to pick up the car, Ian Kelsall told me the pipe connection had just snapped off when he was removing the water rail. However, not just a water rail was needed. The header tank end of this vent pipe was also notorious for leaking, The connection for the pipe gradually cracks all the way round and finally the pipe just falls off. On my car it was about 50% cracked, and not many months away from total failure, so a new header tank had to be fitted. I should mention that both water rail and header tank are plastic, as are so many parts on cars these days. Personally, I think reliance on fragile plastic is a mistake, but of course all the car makers are interested in is cost and getting the car through the warranty period.

So, we motored on into spring and summer of 2014. After all the previous work, you won't be at all surprised to hear that the bills still kept coming in. All four tyres were now on their wear limits, so a full set of four were needed.

Frankly, tyres and brakes are not things one can ignore, and I am always meticulous in having tyres well within their wear limits. XJK supply and fit tyres and have a very sophisticated rig that measures everything there is to measure on a car's suspension and also a very sophisticated wheel balancing machine. So they fitted a complete set of Pirelli P6000 Powergy tyres for £662 including VAT, a very reasonable price per tyre of £138.

Also in 2014, the only totally voluntary job on the car was done. This was to replace the Sport air springs with Comfort ones. Many owners of X-350 cars don't realise that there are two versions of the air spring; the XJRs and the models with the "Sport" label are fitted with Sport air springs, all others with Comfort. With the Sport versions the air spring volume is lower with the result that the effective spring rate is higher. The damper part of the shock is the same as the "Comfort" springs.

I suppose I'm getting old, but I had found the Sport springing to be a bit too hard for my liking. So over the autumn and winter of 2013, I had managed to purchase a full set of new old-stock Comfort air springs on eBay for a very advantageous price and XJK fitted these in early 2014. At the same time the front lower air spring bushes were replaced, the old ones being worn out. The mileage at that point was 80,000 miles.

2015 so far

And so we reach the current year of 2015, and yet another problem, brakes this time. Early in the winter of 2015, my wife started to complain of a groaning noise when we came to a stand in the car. Now I normally wash and inspect my cars regularly, but the cold of winter and my age make me unwilling to look around cars in the freezing cold. But what the wife had detected by ear, I have to admit that I could have found if I had been a bit more active. The rear offside calliper had seized and the brake pad was down to the metal, and this had scored the disc badly. So it was off to XJK yet again for a new set of discs and pads, but even this didn't cure the problem, so a week later I had to have a new caliper fitted.

Since the air spring swap-out, the car has been going well, but sees less use nowadays as I also have two MG sports cars that we now tend to drive around in the summer when weather permits. Also, before the recent fall in petrol prices, we have tended to use the wife's new Beetle as it uses a bit less petrol. Currently the Jaguar is on 91,000 miles.

At the last service, XJK told me the sump gasket was weeping oil but it could wait for the next service, as clearly doing this job means the oil will be changed at the same time. This is not a cheap job either, as to get the sump off, something else has to be moved, so it will be about £300, plus the service, of course.

Should I stay or should I go?

Anyway, readers of this article will probably be asking – is there any upside to these cars? They seem to be similar to yachting – "It's like standing in a shower tearing up £50 notes." Well, yes there is, or I'd have got rid of it long ago.

Last year we enjoyed a third holiday with the car in Germany near Bacharach in the Rhine Gorge, (called the Rheintal by the Germans). This is the famous Romantic Rhine, with the Lorely Rock, lots of castles, little riverside towns and superb river cruises. A cruise on the Rhine south of Koblenz is a must if one comes here. We love the relaxed atmosphere, far more relaxed than England with its speed cameras and jobsworth parking officials; it really is idyllic.

This year we again stayed in a "ferienwohnung" (holiday flat), in Oberdiebach, a small village off the main Rhine Gorge. The village calls itself a "Weindorf" or Wine Village, and this is literally true with vineyards on the slopes and wine makers living and working in the village. The owners of our holiday accommodation took us to see a local vintner, and we bought a case of good local wine. Once again I marvelled at the excellent quality of the German roads. The car rides so well on them and there are no pot-holes. Frankly, I think we should get a few German highways engineers over to the UK to teach us how to maintain our roads properly. Where the road in Germany is a bit damaged, they actually put a sign up (Strassenschaden), meaning "Damaged road". As we all know we see no similar signs here in the UK because almost all the roads are in such appalling condition, the bill for putting up the signs would be too large!

From our house near Crewe to Bingen-am-Rhine, the town at the start of the gorge, is about 550 miles. We manage to do this in one day, by having a sleep the previous afternoon and evening, then starting out at about 2.30am. The German holiday accommodation owners seem much more flexible on start days than ours, so we book from the Sunday evening, thus getting a lovely HGV-free journey from Dunkerque all the way to Bingen on the E42. HGVs are banned on Sundays on most of the European motorway network. The Jaguar is an absolutely superb car for this trip, and we never feel worn out when we arrive. It is such a comfortable car and very easy to drive. One can set the cruise control to 80mph and away one goes. For those who don't know, the UK motorway limit is the lowest of any country in the European Union, even Ireland is higher. And the German autobahns do have a lot of speed limits, usually 130kph, or about 82mph.

The lightness of what is a very large car is a huge benefit on the very twisty roads that connect the Rhine Gorge with the higher ground on either side, it being very easy to swing the car around the series of hairpin bends without effort or drama. When we leave for Germany, I zero the odometer, and on arrival the car has normally done about 33mpg. Tootling around Germany on holiday brings this down to about 28mpg, then it goes back up when we return. An overall holiday consumption of 30mpg is about right. Of course, once I'm back into the domestic routine, it gradually lowers to about 24mpg, even 22 in winter.

One aspect which is quite amazing is the life of the tyres. When we changed the tyres last year, the front Pirellis had done about 35,000 miles, and the rear Acceleras that I had put on in 2012 about 30,000 miles.

Anyway, I still have the car, and intend to keep it a while yet. Its value now is very low, and only a major failure would prompt me to off-load it. The aftermarket in Jaguar spares for this model has really developed since I bought the car, and the common wearing parts are now very competitive in price.

Apart from the engine and drive train, the air suspension system can be expensive to fix. The air springs include the shock absorbers, and these were supplied to Jaguar by Bilstein. They are an excellent product, but very expensive. Other suspension parts are also expensive because things like ball joints are not separately replaceable. For example the front upper wishbone has a ball joint and if this goes the whole wishbone has to be replaced. Even on the internet, these cost from £165 upwards. Fortunately the inner fulcrum bushes on the wishbone are available separately and can be replaced. However what gets one cross, is that the suspension bushes seem to have very short lives. We are all familiar with the expression "Fair wear and tear", except that in Jaguar's case it is "Unfair wear and tear". I don't think it is acceptable for the suspension parts of modern cars to start wearing out at 30,000 odd miles. It was especially galling to earlier second owners when the only source for these parts was Jaguar. I mean, £460 for a wishbone. It is outrageous.

However, I think under the new Tata Motors broom, there has been realisation that charging eye-watering prices for spare parts is self-defeating. Word gets round of the cost of maintenance and repairs, which then impacts on the used price when an owner from new tries to sell his car, so less cars get bought new due to the heavy depreciation. I believe the dealers also complained bitterly too, as the Jaguar high-price policy meant their profitable spares sales were almost non-existent.

I hope this article has been of interest. I hope my experience of owning hasn't put people off. I think one has to accept that my car was an early production model, and improvements were made later. As an example, the early air suspension compressors failed even in warranty, but the one I had fitted back in 2011 is still OK after 50,000 miles, whereas the previous one fitted when the car was built only lasted 37,000 miles.



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Bringing a sixty year old X120 into the future

Bob Henderson is well known to many XK owners, having had an XK120 from the early days and we have enjoyed his numerous exploits with the car over the years. Never one to rest on his laurels, in his retirement Bob turned his attention to improving the performance of the car. This is the first part of his story of turocharging the XK120.



At that age most humans are thinking of retirement, but my first 'wife' (the XK120) having already passed our diamond anniversary, is now even more of a lively 'fast thing' than she was during her early and extraordinary life on three Continents.

The explanation is simple. Turbocharging, which was not in effect even invented for petrol cars during my XK120's early years. Perhaps stranger still, since I was the first to pioneer such systems, (outside of America of course).For example we had a championship Autocross Saab car running in Scandinavia (Norway), several years before Saab themselves went down that road. Porsche were a similarly belated example, and all this after I had written the original book on the subject back in 1970. We had turbocharged almost everything from the 850cc Styr Puch Haflinger up to a 5.3 litre Pontiac Firebird, but we had never even considered my XK120 that was right under my nose, as it were.

First and after consulting your Editor it was thought that a sort of layman's explanation of the pros and cons of turbocharging might be of interest. Particularly since even after the ensuing forty five odd years there still persists a lot of general 'urban myths' and mis-information being bandied about. As this is not meant to be a strictly technical narrative I will use average and rounded up figures generally. For instance I will work on 15 psi as normal sea level ambient air pressure instead of the more accurate figure of 14.696 for one atmosphere or 14.5 for a bar.

Understanding the turbo

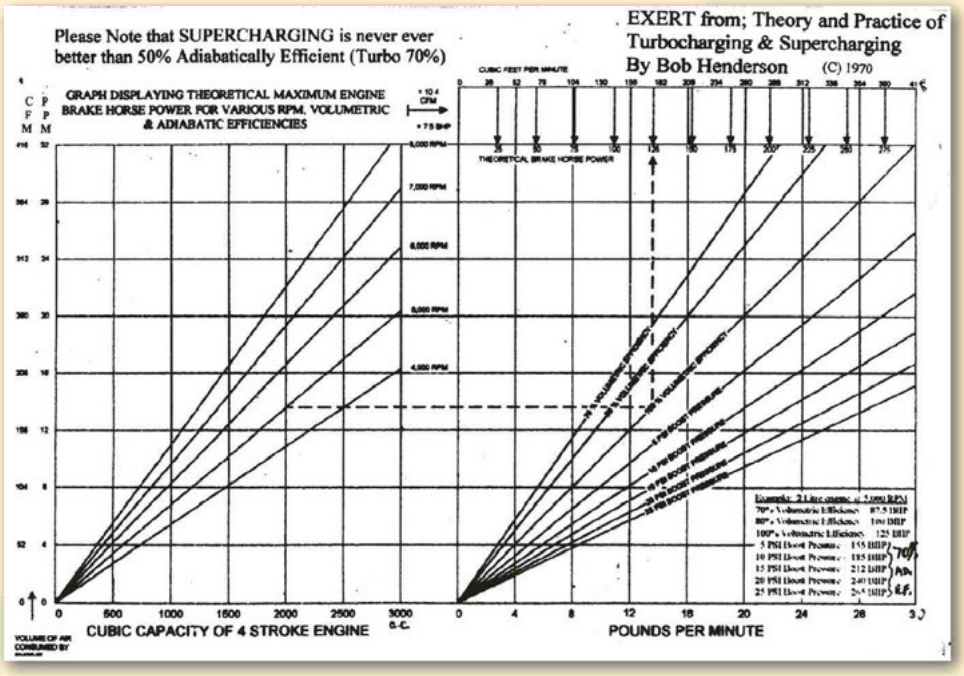
For starters we need to understand that a piston engine, either petrol or diesel, is only a rather inefficient air pump, which, with the addition of igniting calibrated amounts of fuel and air mixture, enables combustion to drive it. Since largely the power comes from the oxygen in the air, the fuel we could regard as only the catalyst involved in the process. Therefore the more efficiently the engine breathes, the more power and energy will be potentially released. It is the relative efficiency of the filling of the engine that largely controls the power output. This in turn is entirely dependent on the time its inlet valves are open and on any inlet track (size of carburettor etc.), restrictions to the outside or ambient air pressure (15 psi) that it may have to overcome to still be able to rush in to fill the void created by the descending piston. This is less again any adverse restrictions in the exhaust system causing back pressure.

We all have heard the generalisation of 'suck, squeeze, bang and blow', which is not strictly accurate as a 'bang, or detonation, is the last thing an engine requires for reliability and to avoid holes in pistons!

The combustion process although fast must be progressive to avoid such disasters. In fact the slower the burn, the greater and smoother the power output. Different fuels have different flame rates. This in turn requires changes in ignition timings which can also be dictated to by the engine's compression ratio. More of this in due course.

This engine filling ability is usually referred to as its Volumetric Efficiency (VE) and can average out on road vehicles at between 70-80%, the maximum efficiency reading is at the point at which maximum torque is accomplished and not at peak brake horse power (bhp).

Usually on road going engines by the maximum bhp point, the % of efficiency might have dropped back to less than 60%, since bhp itself is only the rate that work is being done. Not the real strength of the engine, which is measured in torque or effort in lbs. per square foot. The gearbox is really only a torque multiplier being utilised to rush up the rpm's range to fight and multiply the diminishing returns (of



torque), as it were. One of the only adoptable automotive Americanisms I have come across is, "That there is no substitute for cubic inches, (engine capacity/size)". But of course what they really mean is TORQUE.

In the case of my XK120 and even if we accept the nominal quoted bhp as 160, that only relates to about 70% VE, and again even if we accept some of the C and D-type Jaguar bhp figures at slightly higher revs, they were still seldom better than 80 odd %. The only way to reach and exceed 100 VE is by some form of pressure induction. Hence the advent of superchargers that came into existence in the aircraft industry long before they were ever considered for cars. The reason was simply because that for every 10,000 ft altitude the air gets 'thinner', or is less dense by about 25% with of course corresponding loss of oxygen and therefore power. Flying over say Mount Everest at just under 30,000 ft. with a 1000bhp engine at sea level would, without supercharging, be down to only 250bhp, which, in turn, might not even be enough to keep the aircraft in the air!

The aircraft industry very soon came up with the solution of fitting an additional geared up air pump to help force feed the original engine that struggled to breathe, while only normally aspirated, because obviously that original 15+/- lbs sq. in (psi) of normal atmospheric pressure needed some help to keep the essential and diminishing oxygen level up at any higher altitudes.

On automobiles the requirements are rather different since high speed cars only have a tendency to 'fly' horizontally not vertically! Although grand prix cars in the days of race circuits in Mexico and South Africa were at sufficient altitude and could lose up to 20% of their power and required the re-jetting of their carburettors. Even in Canada when driving over the Rockies we used to use an adjustable main jet on the Solex carburettors on VW Beetles and Renault Dauphines. This was because conventional carburettors meter their fuel in relation to the gas speed through a venturi rather than adjusting to the actual weight or density of air being consumed. The fuel feed system in conventional carburettors therefore gets the wrong 'message'.

The accompanying charts will better illustrate the above points, where it will be seen that often the greatest % gain is going from the relatively poor VE of say 60%, then adding low boost bringing it up to 100%, producing a greater gain than say the first 5psi of positive boost afterwards. On such engines low boost pressures will therefore show the greatest improvement and efficiency.

An example. If we imagine an engine turning out 70bhp with 70% volumetric efficiency, then with some low pressure induction added it should reach 100bhp just before positive boost starts to occur, which at first glance is about a very worthwhile 43% gain in power.

Unfortunately that theoretical figure of 100bhp only actually gets to 91bhp due to the relevant adiabatic efficiency level (70% AE at best) loss. But it still leaves a more than a worthwhile gain of 30%. This is due of course to the inlet charge having been at least slightly warmed up in the process of being pumped or compressed, and particularly in the case of supercharging when the adiabatic efficiency may only be 50% and uses in addition quite a lot of power to drive the extra pump. We never get anything for nothing!

Next to deal with is the popular myth of so called 'turbo lag'. This is really down to two inherently bad design faults and not really the fault of the turbine itself.

The first is actually 'throttle lag', due to at least conventional carburettor's inability to adjust quickly to changes of pressure or air density, since with the exception of the Minnow Fish carburettor, they all work entirely on gas speed only, through a venturi, not density or actual oxygen content, so cannot adjust themselves or self compensate. So in this case it is 'throttle lag and nothing to do with the turbine itself.

The second culprit is the method used to control maximum boost to the engine. This is usually by a 'waste-gate' which in effect opens an exhaust bypass so slowing the turbine, and wasting (literally), a lot of potential heat and pressure energy.

The waste-gate system was originally and historically developed for constant speed use and load condition such as on diesel tractors for steady ploughing a field, or constant speed marine or truck work. Hardly the same as the instant requirements of a sporty petrol engine needing to constantly be able to rush up and down the rev. range.

This archaic and inappropriate system has the effect, that, when lifting off the throttle, even for a moment, or even changing gear rapidly, a waste-gate will instantly cause the turbine to slow still further and of course lose boost and power in the process and at the same time. Then having to wait until it all builds up again, and again having to wait for the carburettor to re-adjust itself to suit. A double time lag that is not the turbine's fault at all.

A well matched and sized turbocharger system will enable the turbine to react and change 20,000rpm within a second or so. That's not a turbine lag!

At Minnow Fish forty five years ago and as Garrett AiResearch's sole petrol-use agents and consultants, we developed a 'blow-off' system that let any excessive boost pressure out but enabled the turbine to still be turning faster than actually required to sustain the set boost for the new lower rpm, at say, a gear change. Since the turbine is driven by both exhaust pressure and heat it will in turn adjust itself to changes in load (therefore pressure and heat). For instance it will produce less boost downhill than uphill for the same speed.

We had a pet demonstration for the visiting press of the day by showing that



a car was faster uphill heavily loaded (or even with a trailer).than without! The simple answer was that the extra load made the engine work harder so generating more exhaust heat and pressure, which in turn produced more boost/power at the given speed than was actually required to offset the extra load. This enables the vehicle to become faster uphill than originally possible and without changing down a gear. Perhaps that might be the only exception of getting something for nothing after all.

Unfortunately the misguided obsession with the almost mythical and erroneously called 'turbo lag' has in the later years led to the adoption of smaller turbo units in the frantic hope of keeping the turbine speeds up into pressure producing ranges. This in turn has produced serious exhaust back pressures, which then require higher boost pressures to help offset the adverse growing pressure differentials across the engine.

It's obvious or at least should be, that exhaust back pressure should not be encouraged in either normally aspirated or blown engines. In both cases non restrictive or even extractor systems are advisable.

Again in rough figures, there is obviously little efficiency in using say 10lbs boost in a system that has at least 5lbs back pressure. The effective 'filling' would be reduced to only 5+/- lbs, having wasted a lot of energy and produces a lot of useless, unnecessary and potentially dangerous heat. This in turn then may require the use of an intercooler to bring the now unnecessarily hot inlet air back to a suitable and safer combustible temperature. This then will have reduced the pressure in the process so getting into an unnecessary costly and seriously inefficient system of starting to chase diminishing returns. In fact it has now reached the situation where the most modern production systems are considerably less efficient than they were over thirty years ago on a percentage of power gained per unit of boost used.

It is also helpful if we understand the vast differences between positive displacement pumps, be they piston, vane, lobe or Archimedes Screw/ Auger type and the centrifugal type of compressor as used in turbocharging.

Basic assumptions

Volumetric Efficiency (VE). The % of fuel and air (combustible mixture) that an engine is able to ingest without relying on anything but normal atmospheric pressure. We might refer to it as its natural 'breathing ability.

Adiabatic Efficiency (AE). The retained % of air density (therefore combustible oxygen content) after heat is 'picked up' while being pumped or compressed.

For simplicity we will use rounded figures for any assessments and calculations.

i.e. 15 psi rather than 14.7 psi +/- for one Atmosphere or 14.5 psi +/- for a Bar.

It takes 1 point 4 cubic feet of air a minute of average ambient (sea level) air to provide enough oxygen with pump petrol to produce 1bhp or more precisely 1.386666 cfm. Our American mechanical cousins often tend to measure it by weight in pounds per minute (ppm). 1lb of air per minute being roughly equal to 13 cfm. On this side of the pond we also sometimes use weight of air as in the case of our air/fuel ratio mixtures in our petrol fuelled cars which, coincidentally, finish up with that 15 to 1 (by weight) figure again.

One inch of mercury is equal to 13.6 inches of water so making a column of water a much more sensitive form of barometric measurement.

Compression checks:

Average readings at cranking speeds, all +/-.

7 to 1 cr = 125 psi. 8 to1 cr = 150 psi. 9 to 1 cr = 175 psi. and 10 to 1 cr = .200 psi.

It is axiomatic that when an engine is running it never reaches the 100% filling or VE unless boosted. So that, in effect, the running compression ratios are changing with different rpms and this has to be partly allowed for by changing the ignition timing curve, all else being equal (which it never is) such as the octane rating (in effect anti knock or detonation) of the fuel. With any rise in the compression ratio (CR) this will always require the ignition timing to be retarded unless higher octane fuel is used. Once any boost is applied to an engine the effective compression ratio goes up proportionately so again requiring a retarded ignition timing.

The 'bricks' on which any tuning procedure is built.

The principal is entirely different as the centrifugal system is a compressor not a pump. Instead of positively and physically pumping or pushing the compressed air the centrifugal turbine merely accelerates it at very high speeds while often turning at between 60,000 and 100,000rpm. This now very high speed air gets literally 'stuffed' into a narrow nozzle, which in effect turns speed energy into pressure energy, creating the boost pressure build-up, and which would then keep climbing to way beyond practical usable pressures. Hence the required controls of a waste-gate or blow-off valve to stop it getting quite out of control. Otherwise there would be nothing to stop the turbine speed reaching astronomic revs and destroying itself. There is a limit to the shaft speed that even the usual two surface bearings, that are used, can cope with.

The other major point that must be considered and allowed for is that unlike positive displacement mechanical pumps that pull and push with roughly equal ability, the centrifugal compressor has virtually no pulling ability so must have absolute minimal depression to its inlet side. So any air filtering must be of large capacity and non restrictive to prevent a form of cavitation that could destroy the unit in seconds! The importance of this point is recognised by the trucking manufacturers as it has been known for them to quote that any air cleaner depression should be measured in inches of water, not in inches of mercury as is usually used as a measure of flow restriction. Water giving a much more sensitive reading by over 13 to 1.

As a final bonus the turbocharger compressor unlike a supercharger pump, is mechanically free of direct connection to the prime mover so can adjust itself via the exhaust flow to any and all changes of speed and load requirement, and runs on waste gasses too! The only potential drawback is that the unit as a whole must be matched and sized very carefully to suit the individual engine and specifications. The accompanying charts (Fig 18) I hope will make the point clearer.

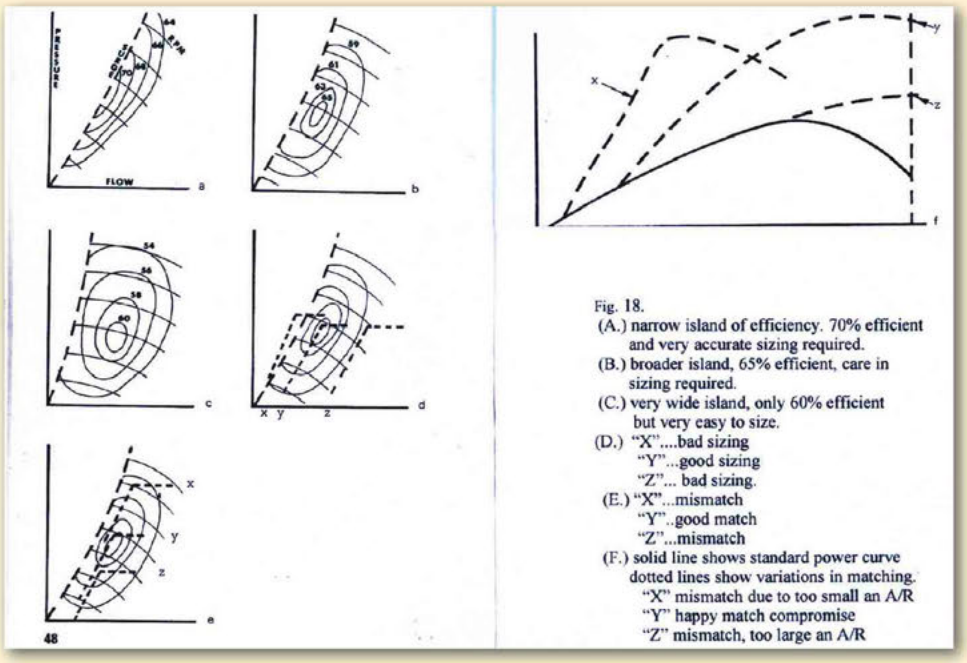


Fig. 18.
(A.) narrow island of efficiency. 70% efficient and very accurate sizing required.
(B.) broader island, 65% efficient, care in sizing required.
(C.) very wide island, only 60% efficient but very easy to size.
(D.) "X"....bad sizing
"Y"...good sizing
"Z"... bad sizing.
(E.) "X"...mismatch
"Y"..good match
"Z"...mismatch
(F.) solid line shows standard power curve
dotted lines show variations in matching.
"X" mismatch due to too small an A/R
"Y" happy match compromise
"Z" mismatch, too large an A/R

Next month

Next time we start the devious design and fabrication of a tight fitting turbo system for my Jaguar XK120.



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The New Jaguar XF is here



At the New York International Auto Show the new Jaguar XF was launched by Ian Callum. He commented "I believe the all-new XF is the best looking car in its class. Elegant, handsome and with proportions that imbue a great sense of integrity – the all-new XF is true to the great tradition of sporting Jaguar saloons while being completely of its time."

Range summary

The new XF range will consist of an XF Prestige, XF R-Sport, XF Portfolio, and XF S. The powertrain range will consist of: 163PS and 180PS 2.0-litre diesel manual and automatic, RWD 300PS 3.0 V6 diesel automatic, and RWD 380PS 3.0-litre V6 petrol automatic.

New XF price structure

2.0 litre Diesel Prestige (163ps) £32,300
104 g/km CO2 emissions

2.0 litre Diesel R-Sport (163ps) £34,200
104 g/km CO2 emissions

2.0 litre Diesel Portfolio (163ps) £36,400
104 g/km CO2 emissions

2.0 litre Diesel Prestige auto (163ps) £34,050
109 g/km CO2 emissions

2.0 litre Diesel R-Sport auto (163ps) £35,950
109 g/km CO2 emissions

2.0 litre Diesel Portfolio auto (163ps) £38,150
109 g/km CO2 emissions

2.0 litre Diesel Prestige (180ps) £32,800
114 g/km CO2 emissions

2.0 litre Diesel R-Sport (180ps) £35,100
114 g/km CO2 emissions

2.0 litre Diesel Portfolio (180ps) £37,300
114 g/km CO2 emissions

2.0 litre Diesel Prestige auto (180ps) £34,550
114 g/km CO2 emissions

2.0 litre Diesel R-Sport auto (180ps) £36,850
114 g/km CO2 emissions

2.0 litre Diesel Portfolio auto (180ps) £39,050
114 g/km CO2 emissions

3.0 litre Diesel S auto (300ps) £49,950
144 g/km CO2 emissions

3.0 litre i V6 Supercharged S auto (380ps) £49,950
198 g/km CO2 emissions

Architecture and body structure

The new XF now features a stiff aluminium intensive structure. also used to make the bonnet and front wings, while the front-end carrier and cross-car beam are cast from even lighter magnesium alloys. This makes the all-new XF up to 190kg lighter and up to 28% stiffer than its predecessor.

To eliminate noise, in some areas, such as the crash structure behind the front bulkhead, fully-sealed, double-wall structures are used. Where sound deadening has been applied, the latest spray-on materials are used.

The new XF has been engineered to meet the most demanding crash test requirements in the world. As part of the intelligent material mix in the body, the rear longitudinal members and the B-pillar reinforcements are made from ultra-high strength hot-formed boron steels, providing exceptional rigidity and stability of the occupant safety cell.

Pedestrian protection benefits from the more vertical front grille and the improved energy-absorbing properties of the front bumper but is enhanced even further by Jaguar's latest-generation deployable bonnet technology first seen on the XK.

The chassis

With components made entirely from lightweight aluminium, the all-new XF's double-wishbone front suspension is modelled closely on the F-TYPE's and was chosen because fundamentally, there is no better configuration.

Its exceptionally high camber stiffness means that the tyres are able to generate lateral force immediately – which translates to sharper and more immediate turn-in. And the high roll camber gain means that the tyre's contact patch is maintained, generating more grip and delivering better feel.

Other refinements include lighter springs made from narrower-gauge steel and low-friction, PTFE-lined bushes for the tubular anti-roll bar.

The optimum balance of ride and handling requires lateral and longitudinal stiffnesses to be tuned independently. This simply isn't possible with a conventional multi-link suspension rear suspension: changes to the one will affect the other, leading





The XF goes all alloy.

to compromises in the vehicle's dynamics attributes.

Integral Link is different, enabling the all-new XF to realise exceptional levels of comfort and handling. Bushes soft in recession allow the wheels to move rearwards and upwards upon impact, providing excellent energy absorption characteristics.

Electric power-assisted steering

Much of the new XF's steering response and on-centre feel are down to the enormous tuning potential of electric power-assisted steering (EPAS). From filters which damp unwanted disturbances caused by road surface irregularities to algorithms which compensate for changes in ambient temperature – EPAS has far more to offer than hydraulic systems ever could.

Incorporating all of the learning from the F-TYPE and XE, the advantages of EPAS have been exploited to the full.

Braking performance

Another technology proven first on the F-TYPE and now standard on the all-new XF is Torque Vectoring by Braking. On corner entry, lightly braking the inner wheels individually can mitigate understeer and help the driver to take the ideal line. Intervention is subtle and virtually transparent to the driver, but the increased agility is felt immediately.

Damper technology

The new XF utilises next-generation passive damper technology to enhance comfort, and – as an option on V6 models fitted with adaptive dampers – Configurable Dynamics.

The new passive dampers enable frequency-dependent damping – the ability to vary damping force not only with the velocity that the damper piston moves at, but also as a function of its frequency.

An extra valve in the piston provides an additional bypass. At road speeds typical of town driving, the valve is open, allowing some fluid to flow through it instead of the main valve in the piston. This reduces the damping force and makes the ride smoother and more supple, making the driving experience even more relaxing. With increasing speed the valve closes, forcing all of the fluid to pass through the piston: damping force increases and the ride becomes firmer.

Jaguar's Adaptive Dynamics system has evolved too. Still monitoring body movement 100 times a second and wheel movement 500 times a second, the control algorithms for the adaptive dampers are now even more advanced, further enhancing low-speed ride comfort as well improving handling and agility at higher speeds.

Configurable Dynamics

First developed for the F-TYPE, Configurable Dynamics allows the driver to individually tailor the throttle mapping, transmission shift strategy, steering feel and Adaptive Dynamics settings using the touchscreen.

Powertrain

The new XF's 4-cylinder and 6-cylinder Euro 6 diesel and petrol engines are engineered for exceptional response, smoothness and efficiency, and all benefit from stop-start systems and smart regenerative charging.

The first units to feature in the new XF are 2.0-litre 4-cylinder diesels rated at 163PS/380Nm and 180PS/430Nm respectively, both available with 6-speed manual and 8-speed automatic transmissions. Every measure has been taken to ensure that these engines are as clean and efficient (ith figures from 71.7mpg and 104g/km CO_2 on the European combined cycle), as they are quiet and smooth-running.

Features such as the offset cylinder bores and roller bearings for the camshafts and balancer shafts contribute to Ingenium's benchmark low levels of internal friction – more than 17% less than the previous 2.2-litre diesel.

The split-cooling system features a mapped thermostat, a variable-flow pump and crossflow channels in the cylinder head to ensure a rapid warm-up from cold. A variable flow oil pump and switchable piston cooling jets cut parasitic losses still further and therefore reduce fuel consumption and emissions.

Ingenium is also one of the first diesel engines to feature variable valve timing. A cam phaser on the exhaust side allows the catalysts to reach operating temperature even more quickly, further reducing emissions. The technology also enables more efficient and robust regeneration of the particulate filter.

Complementing the inherently low levels of vibration ensured by the design of the stiff, deep-skirt cylinder block are acoustic covers fitted to the cylinder head, the chain drive and the sump.

Both the 163PS and 180PS Ingenium diesel engines feature 1800bar common rail injection systems and the latest variable geometry turbochargers to deliver a clean, quiet, efficient combustion process. A sophisticated exhaust gas recirculation (EGR) system featuring both high-pressure and cooled low-pressure circuits reduces pumping losses still further, thereby boosting efficiency, while the reduction in peak combustion chamber temperatures delivers inherently low emissions of oxides of nitrogen (NOx).

Jaguar's 3.0-litre V6 diesel is in its latest generation. The light, stiff, compacted graphite iron cylinder block retains the same 2993cc displacement as before but changes to the fuel injection and boosting systems raise output from 275PS/600Nm to 300PS/700Nm. This engine will accelerate the new XF from 0-60mph in just 5.8 seconds yet returns 51.4mpg and 144g/km CO_2 on the European combined cycle.



A comprehensive range of new engines for the XF.



The piezo common rail system now delivers fuel into the combustion chambers at pressures of up to 2000bar through revised eight-hole nozzles, further improving mixture formation for cleaner, more efficient combustion.

The parallel-sequential turbocharging system benefits from turbos with more aerodynamically-efficient turbine and compressor wheels. In a Jaguar-first, ceramic ball bearing technology is used in the primary turbocharger. This technology reduces friction – especially at low temperatures – so torque builds up even more rapidly than before, delivering immediate response whenever the driver demands it.

Engine efficiency is also higher thanks to the adoption of a two-stage oil pump and a switchable coolant pump. Improved high-pressure EGR and the addition of a cooled low-pressure EGR circuit reduces pumping losses.

Utilising a higher proportion of recirculated exhaust gas reduces peak combustion chamber temperatures, inhibiting NOx formation. Better control means that cylinder-to-cylinder exhaust gas distribution is more uniform, cutting particulate emissions and also making combustion smoother and quieter. Working in combination with EGR, an SCR system reduces NOx emissions to very low levels and ensures Euro 6 compliance.

Now to the supercharged V6 engine, a free-revving 3.0 litre producing 380PS. Shared with the F-TYPE sports car, this all-aluminium engine combines supercharging with direct-injection and variable intake and exhaust valve timing to deliver exceptional throttle response, linear power delivery and a unique soundtrack.

A single balancer shaft enhances smooth-running and refinement, while a carefully-tuned symposer feeds some of the supercharged V6's induction sound back into the cabin to make exploiting the performance potential even more exhilarating.

This is the first time the 380PS version has been used in a Jaguar saloon and is reserved exclusively for the new XF S. Matched to an 8-speed automatic transmission, this model is capable of covering the 0-60mph sprint in 5.1 seconds on its way to an electronically-limited maximum speed of 155mph.

Every engine in the new XF is available with a specifically-optimised version of ZF's peerless 8-speed automatic. The transmission controller monitors driving styles and adapts its shift patterns to suit. The ECU is also networked to the Jaguar Drive Control, offering even quicker shifts and more dynamic kickdown in Dynamic mode, and earlier up-shifts in Eco mode.

Complementing the stop-start system is Transmission Idle Control: if the vehicle is stationary and held against the brakes with the engine running, one of the brakes inside the transmission opens, reducing drag losses and therefore further reducing fuel consumption.

Two versions of the ZF 8HP family feature in the new XF. The V6 diesel and supercharged V6 petrol are paired with the familiar 8HP70 transmission, while the 4-cylinders are matched to the lighter, more compact 8HP45.

When running at very low engine speeds, all applications except the supercharged V6 feature a pendulum damper in the torque converter. This is able to absorb very low frequency vibrations and prevent them from passing through to the cabin. This enables even greater fuel efficiency without compromising on refinement.

Contributing to the new XF's benchmark fuel consumption figures is a light, low-friction 6-speed manual transmission that was developed in partnership with ZF and sets standards for shift quality and efficiency.

The aluminium alloy casing, hollow shafts and pocketed gears save weight, and the innovative semi-dry sump lubrication system reduces parasitic losses. Instead of the splash lubrication method typically found in manual gearboxes, this one uses a compact mechanical pump driven from the layshaft to spray the low-



A manual transmission option will please a lot of prospective buyers.

viscosity lubricant on to the meshing gear teeth, bearings and the synchroniser rings. The detent profiles are carefully optimised to give smooth, precise changes. Each shift can be executed with exactly the right amount of force needed for a positive feel without the high peak loads which can result in notchiness when going into gear.

Design

Jaguar claim the new XF delivers better proportions and more interior space than the out-going XF.

At 4954mm, the new XF is 7mm shorter than its predecessor but such is the modular architecture's inherent design flexibility that the wheelbase could be increased by 51mm



The rear is deliberately reminiscent of the F-TYPE and new XE.

to 2960mm. This longer wheelbase not only delivers the superior packaging that liberates 15mm more rear legroom, 24mm more rear kneeroom and up to 27mm rear headroom, but also contributes to the superb ride comfort.

The front overhang is now 66mm shorter nd the mesh grille is now more vertical than before.

Aerodynamics are improved further by using apertures in the front bumper to channel air over the front wheels. This helps to prevent the turbulent wheel wake from disturbing the smooth laminar airflow passing around the car.
The headlights – including the adaptive full-LED technology appearing for the first time in a Jaguar – are flush with the surrounding panels, improving not only aesthetics but also aerodynamics. They also feature Jaguar's signature J-Blade LED daytime running lights. The fluting running backwards from the top of the headlights is another detail inspired by Jaguar's rich heritage.

Integrating Jaguar's latest-generation deployable bonnet technology into the rear hinge assembly enabled the bonnet line to be 35mm lower. Not only does this contribute to the sleek styling but also improves visibility as well as pedestrian protection.

The sweeping, coupé-like profile which defined the first-generation XF has evolved, and now features a sixth-window. This allows for a clearer view out from the rear seats, creating a greater sense of spaciousness to mirror the increased leg and headroom.

The waistline is now slightly more horizontal than before, creating a more formal, business-focused appearance. The roofline is lower and the rear deck longer and higher to reduce drag. Running from front to back, peaking above the rear wheel in terms of height and then tapering away, is a chamfered feature line known as 'the spear of light.'

At the rear, the LED tail lights feature the signature Jaguar graphic from the F-TYPE – a line intersecting a roundel – also used on the XE. But here, the graphic is repeated, creating a clear hierarchy from XE, and an unmistakable pattern at night.

The chrome signature blade running across the bootlid between the light clusters is now slimmer than before.

To deliver the flush fit of the light clusters and perfect integration of the chrome blade, the boot lid is made from two steel pressings joined by laser brazing. As well as being highly energy-efficient, this state-of-the-art process was selected for its precision and neat, clean finish.

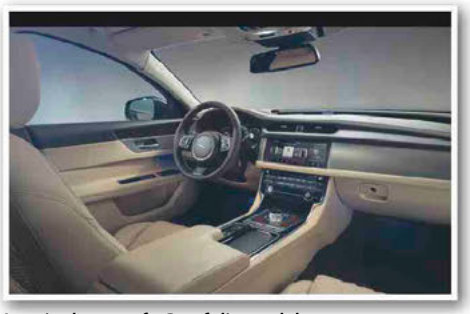


A beautiful design, building on the success of the previous XF and the new XE.

Interior design

The layered instrument panel, now with Jaguar signature 'Riva Hoop' inspired by its big brother XJ, continues into the door, creating a unique cabin feel. With options such as the reconfigurable, 12.3-inch full-TFT instrument cluster and 10.2-inch touchscreen, four-zone climate control, 10-colour ambient lighting, suedecloth headliner and fluted Windsor leather seats, the all-new XF sets a new standard for interior luxury and design.

The doors have optional soft-close shut with precision and a sound painstakingly engineered to match the premium materials and perfect execution of the interior. The height of the



Interior layout of a Portfolio model.

waistline and the centre console enhances the feeling of being sat in the seat rather than on it, creating a sense of safety, comfort and security. The strong horizontal theme of the instrument panel, and the materials used for each layer creates a rich, luxurious, hand-crafted feel.

The longer wheelbase also means that occupants in the second row are sitting further away from the rear wheels, improving refinement even further. This also created the opportunity to reduce seat height slightly, contributing to the increased headroom, which is now up to 27mm more than before. Options such as

the four-zone climate control system, heated seats and window blinds are available.

The rear bench also features a more practical 40:20:40 split, making it easier to through-load bulky items such as skis or snowboards. The bootlid now benefits from an optional power close function.



Rear compartment of a Portfolio.

Infotainment

The new XF features two state-of-the-art infotainment systems. The standard system is InControl Touch and is based around an 8-inch capacitive touchscreen with Jaguar's new user interface, designed to be simple and intuitive to use. The touchscreen supports gestures familiar from smartphones and tablets such as 'swipe' to perform actions such as moving from one page to the next or to change tracks, and 'drag' to scroll across maps.

The enhanced speech recognition engine for InControl Touch enables the driver to make one-shot destination entry for the navigation system, for example, or to call a contact directly.

Text-to-voice technology helps to reduce driver distraction by reading out incoming SMS messages. When the vehicle is stationary the driver can use the touchscreen to compose messages or, for convenience, to select one of the stored templates.

Planning journeys in the navigation system is quicker and easier than before thanks to smart data entry and faster route calculation. Map data stored on SD card is rendered in high quality 2D and 3D. A junction view feature means that you need never miss a motorway exit again, while images of terrain and cityscapes make following the route more intuitive. Turn-by-turn instructions can also be shown in the optional Head-Up Display, enabling the driver to keep their eyes on the road.

At the heart of other, InControl Touch Pro is a 10.2-inch capacitive touchscreen. There are no buttons either side: instead, all the functionality has been neatly integrated into the bottom section of the touchscreen.

Like a smartphone, the home screen can be customised: wallpaper can be set to any image, and widgets can be added to provide shortcuts to favourite features. It's even possible to add extra home screens. And the touchscreen accepts the 'pinch to zoom' gestures familiar to all smartphone users. InControl Touch Pro also supports the latest generation of Jaguar's Dual View technology, offering a 100% increase in screen pixel count and brightness for sharper, clearer images.



Sophisticated and technically advanced screen and controls.

Navigation has been taken to a new level. Map data stored on InControl Touch Pro's 60GB solid-state drive (SSD) can be accessed in a fraction of the time taken with conventional hard drive systems. Dead-reckoning functionality, which interprets vehicle data up to 40 times a second, can accurately position the vehicle even when GPS signals can no longer be received – perfect for city centres.

Door-to-door route planning and guidance incorporating public transport options, Commute Mode which learns your daily drive so that it can automatically offer alternative routes to avoid congestion using historical and real-time traffic information, and Approach Mode which shows a 360° interactive view of your destination when you're some 200m distant – it will even advise on the nearest available car parking spaces.

On-board Gracenote images stored on the SSD drive enrich the musical experience, and functions such as 'Play more like this' make it even simpler to access all of your favourite tracks. There's also the option of a Meridian 17-speaker, 825W digital surround sound system with Trifield and Audyssey's MultEQ XT technologies to ensure optimum sound reproduction with benchmark low levels of distortion.

The modules which make up InControl Touch Pro are connected using Ethernet, and Jaguar is one of the very first vehicle manufacturers to integrate this network technology into its electronic architectures. With a bandwidth of up to 1Gbit/ second, Ethernet can handle massive amounts of data, enabling very high infotainment system performance. Together with a powerful quad-core processor and the solid-state drive, Ethernet allows InControl Touch Pro to deliver smooth graphics and extremely fast response times. These technologies also ensure that the system's capability can be enhanced even further in the future.

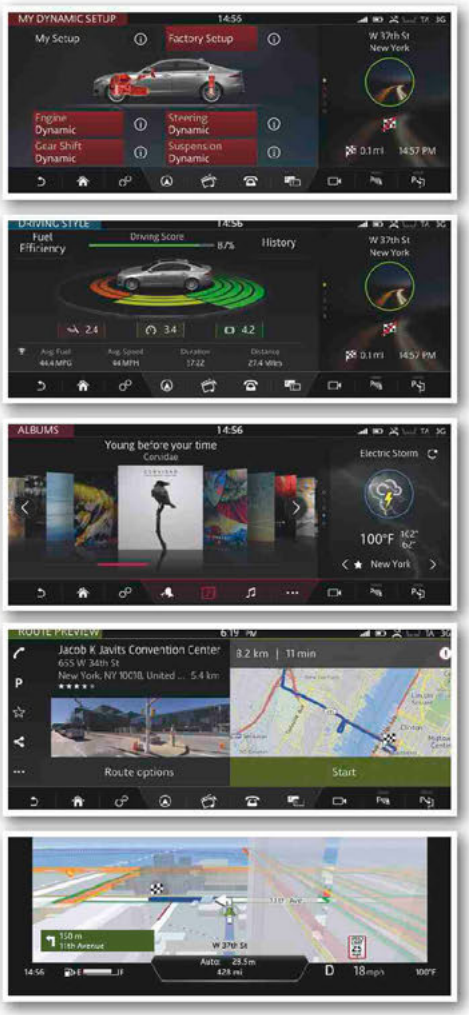
Dialling-in to a conference call, booking a hotel room or just catching up with the news, with InControl Apps the new XF ensures that drivers can seamlessly connect Apple and Android smartphones to the car. Via a USB cable and the dedicated port in the centre console, InControl Apps provides access to the compatible apps on the device using the vehicle's touchscreen.

Remote Essentials functionality, accessed through the InControl Remote App, enables customers to interact with the new XF from anywhere using a smartphone. It can display how much fuel is in the tank, whether the doors are locked and if the windows were left open. There's even the option to download mileages from business trips to make claiming expenses quicker and easier.

Remote Premium, also accessed using the InControl Remote App, enables the driver to remotely lock or unlock the car and receive alerts if the alarm sounds, with the option to reset it. A beep and flash feature can help drivers to find the car if they've forgotten where they parked it – perfect for busy car parks or crowded city streets – or there's a map to lead them straight to it.

Remote Premium enables the driver to bring the cabin to a pre-set temperature by remotely starting the engine (Automatic transmissions only). A press of a smartphone button is all it takes.

Using an integrated SIM card and the vehicle antenna for the strongest and most reliable signal, the new XF goes online and



Layout screens from the new TFT display in the New XF.

can function as a Wi-Fi hotspot, providing a 3G connection for up to eight devices.

InControl Secure enhances security by providing proactive vehicle monitoring. Should the all-new XF be stolen, the tracking service will work with law enforcement agencies to locate and recover the car as quickly as possible.

Should the worst happen and the car be involved in a collision severe enough to trigger the airbags, InControl Protect will automatically notify the emergency services and provide the GPS location of the vehicle. Occupants can also trigger an emergency call manually by pressing a button.

Advanced driver assistance systems

The new XF automatic transmission models feature Jaguar's revolutionary All-Surface Progress Control (ASPC) system, delivering a step-change in capability because there's no driver input on the pedals: the driver just has to steer.

ASPC works like a low-speed cruise control



Only the second Jaguar production model to feature a virtual instrument set-up, following the XJ.



A very different approach to the interior of the New XF compared to the old car, with similarities to the XJ.

and can operate between 3.6km/h and 30km/h. The system is activated by pressing a button on the centre console and then the driver uses the cruise control switches on the steering wheel to set the maximum speed.

What makes ASPC so effective is that it doesn't just provide fine control of the throttle: it also uses the brakes in opposition to the throttle so that from standstill, only very low engine torque is applied to the driven wheels. This unparalleled capability ensures smooth progress with little or no wheel spin.

The new XF is one of the few vehicles to feature a forward-facing stereo camera as standard. This state-of-the-art sensor, packaged in front of the rear-view mirror, generates a 3D view of the road ahead interpreted by highly sophisticated image processing software and the output used by a wide range of advanced driver assistance systems.

One of the most important is the autonomous emergency braking (AEB) system because it has the potential to significantly reduce accident statistics. If the controller determines that a collision with a vehicle ahead is likely, the brake system is pre-charged and the driver given audible and visual warnings. If no avoiding action is taken and the collision deemed to be imminent, full braking is initiated to avoid it or mitigate the effects.

The stereo camera also enables the new XF's lane departure warning (LDW) and lane-keep assist (LKA) systems. By monitoring the vehicle's position relative to lane markings either side, LDW can prevent drivers from drifting out of lane by triggering a visual warning in the instrument panel and a haptic warning through the steering wheel rim.

If the driver drifts too close to the edge of the lane, the LKA system can guide the driver towards the centre by applying a small amount of counter-steering. The amount of torque applied to the steering wheel is slight and can be easily over-ridden by the driver at any time.



Hi-fi Meridian sound system available.

Technical date of the new XF models

Jaguar XF 2.0 diesel 163	
ENGINE & TRANSMISSION	
Engine capacity (cc)	1,999
Cylinders	4 in-line
Valves per cylinder	4; DOHC, variable exhaust cam timing
Bore/ stroke (mm)	83.0/ 92.4
Compression ratio	15.5:1
Fuel injection	1,800bar common rail
Boosting system	Single variable geometry turbocharger
Power PS (kW)	163 (120) @ 4,000rpm
Torque Nm (lb ft)	380 (280) @ 1,750-2,500rpm
Transmission	ZF 8HP45 8-speed automatic [6-speed manual]
Gear ratios (:1)	
1st	4.714 [4.110]
2nd	3.143 [2.248]
3rd	2.106 [1.403]
4th	1.667 [1.000]
5th	1.285 [0.802]
6th	1.000 [0.659]
7th	0.839 [-]
8th	0.667 [-]
Reverse	3.295 [3.727]
Final Drive	2.73 [2.81]
CHASSIS	
Front suspension	Double wishbone
Rear suspension	Integral Link
Steering	Rack-and-pinion; electromechanical power-assisted
DIMENSIONS	
Length (mm)	4,954
Width inc./ excl. mirrors (mm)	2,091/ 1,880
Height (mm)	1,457
Wheelbase (mm)	2,960
Track front/ rear (mm)	1,605/ 1,594
Kerbweight (kg)	From 1,555 [1,545]
Boot volume (litres)	540
Fuel tank; usable (litres)	55
PERFORMANCE & FUEL ECONOMY	
0-60mph (sec)	8.2 [8.2]
0-100km/h (sec)	8.7 [8.7]
Top speed mph	132
Fuel consumption mpg (litres/100km) EU combined	68.9 (4.2) **[71.7 (3.9)]**
CO_2 emissions (g/km) EU combined	109 **[104]**

Manufacturer's figures; correct at time of going to press
Figures in square brackets refer to manual transmission

Jaguar XF 2.0 diesel 180	
ENGINE & TRANSMISSION	
Engine capacity (cc)	1,999
Cylinders	4 in-line
Valves per cylinder	4; DOHC, variable exhaust cam timing
Bore/ stroke (mm)	83.0/ 92.4
Compression ratio	15.5:1
Fuel injection	1,800bar common rail
Boosting system	Single variable geometry turbocharger
Power PS (kW)	180 (132) @ 4,000rpm
Torque Nm (lb ft)	430 (318) @ 1,750-2,500rpm
Transmission	ZF 8HP45 8-speed automatic [6-speed manual]
Gear ratios (:1)	
1st	4.714 [4.110]
2nd	3.143 [2.248]
3rd	2.106 [1.403]
4th	1.667 [1.000]
5th	1.285 [0.802]
6th	1.000 [0.659]
7th	0.839 [-]
8th	0.667 [-]
Reverse	3.295 [3.727]
Final Drive	2.73 [3.07]
CHASSIS	
Front suspension	Double wishbone
Rear suspension	Integral Link
Steering	Rack-and-pinion; electromechanical
DIMENSIONS	
Length (mm)	4,954
Width inc./ excl. mirrors (mm)	2,091/ 1,880
Height (mm)	1,457
Wheelbase (mm)	2,960
Track front/ rear (mm)	1,605/ 1,594
Kerbweight (kg)	From 1,595 [1,585]
Boot volume (litres)	540
Fuel tank; usable (litres)	66
PERFORMANCE & FUEL ECONOMY	
0-60mph (sec)	7.7 [7.5]
0-100km/h (sec)	8.1 [8.0]
Top speed mph (km/h)	136
Fuel consumption mpg (litres/100km) EU combined	4.3 (65.7) [4.3 (65.7)]
CO_2 emissions (g/km) EU combined	114 [114]

Manufacturer's figures; correct at time of going to press
Figures in square brackets refer to manual transmission

Drifting out of lane can be caused by driver fatigue as well as inattentiveness, and this can be identified by periods of little or no steering activity followed by sudden or excessive inputs. The new XF's Driver Condition Monitoring system recognises these patterns, and, by also checking activation of brake and accelerator pedals and various instrument panel buttons, will display a multi-stage visual warning in the instrument panel to prompt the driver to take a break.

The traffic sign recognition system relies on the stereo camera to keep the driver informed of speed limits – including temporary limits which apply in road works, for example, and variable limits on motorways. Camera data is always cross-referenced against GPS data, and tests show that the XF's system is exceptionally accurate and robust. If the driver selects the over-speed warning function, the ring around the sign graphic flashes whenever the limit is exceeded.

Jaguar has developed an Intelligent Speed Limiter (ISL): this feature can use TSR system data to adjust the set point and can automatically increase or decrease the vehicle's speed.

If the TSR system recognises a higher speed limit ahead, the system notifies the driver and the vehicle can accelerate smoothly up to the new limit. If the speed limit is lower, the vehicle can be slowed down accordingly. If the driver presses the Resume button, the rate of acceleration or deceleration will increase.

The new XF is the latest Jaguar saloon to feature a laser head-up display (HUD), projecting key information such as vehicle speed, gear shift indication and navigation instructions onto the windscreen. The colour images are exceptionally sharp and are adjustable both in height and in brightness, making it easy to find the ideal setting.

Laser technology offers several advantages over conventional TFT systems. The images it generates offer superior colour saturation and higher contrast, so they're far more resistant to 'washout' in bright sunlight. The images also remain clearly visible should the driver be wearing polarised glasses. And the system is not only more compact, but it's almost a third lighter.

The adaptive cruise control (ACC) system has been enhanced. Using a long-range 77GHz scanning radar, the system will maintain a safe distance from the vehicle in front, all the way down to a standstill. Queue Assist then enables the XF to track the vehicle in front as the traffic starts moving again.

The Closing Vehicle Sensing and Reverse Traffic Detection can keep watch on the area behind the car too. Medium-range sensors will alert the driver to the presence of vehicles approaching fast from behind once they've closed to within 70 metres. As the vehicles approach the blind spot, a flashing icon appears in the mirror as a warning. Once the vehicle enters the blind spot, the icon is shown as a solid.

At slower speeds, such as reversing out of a space in a busy car park, the same radar sensors can also warn drivers of approaching vehicles which may be hidden from view or are outside the driver's peripheral vision.

There is also a semi-automated park assist function for both bay and parallel parking. Ultrasonic sensors measure the space and, if it's suitable, will enable the car to steer itself into position: all the driver has to do is operate the accelerator and the brakes. In the case of parallel parking, the system can also steer the vehicle out again. Complementing this feature is the surround camera system. Five cameras combine to give a 360° view of the area around the car, including a plan view, to make manoeuvring easier and safer.

Jaguar XF 3.0 diesel	
ENGINE & TRANSMISSION	
Engine capacity (cc)	2,993
Cylinders	6 in-vee
Valves per cylinder	4; DOHC
Bore/ stroke (mm)	84.0/ 90.0
Compression ratio	16.1:1
Fuel injection	2,000bar common rail
Boosting system	Parallel-sequential turbocharging
Power PS (kW)	300 (221) @ 4,000rpm
Torque Nm (lb ft)	700 (516) @ 2,000rpm
Transmission	ZF 8HP70 8-speed automatic
Gear ratios (:1)	
1st	4.714
2nd	3.143
3rd	2.106
4th	1.667
5th	1.285
6th	1.000
7th	0.839
8th	0.667
Reverse	3.317
Final Drive	2.19
CHASSIS	
Front suspension	Double wishbone
Rear suspension	Integral Link
Steering	Rack-and-pinion; electromechanical power-assisted
DIMENSIONS	
Length (mm)	4,954
Width inc./ excl. mirrors (mm)	2,091/ 1,880
Height (mm)	1,457
Wheelbase (mm)	2,960
Track front/ rear (mm)	1,605/ 1,594
Kerbweight (kg)	From 1,750
Boot volume (litres)	540
Fuel tank; usable (litres)	66
PERFORMANCE & FUEL ECONOMY	
0-60mph (sec)	5.8
0-100km/h (sec)	6.2
Top speed mph (km/h)	155 (250)
Fuel consumption mpg (litres/100km) EU combined	51.4 (5.5)
CO_2 emissions (g/km) EU combined	144

Manufacturer's figures; correct at time of going to press

Jaguar XF 3.0 Supercharged petrol 380	
ENGINE & TRANSMISSION	
Engine capacity (cc)	2,995
Cylinders	6 in-vee
Valves per cylinder	4; DOHC, variable inlet and exhaust cam timing
Bore/ stroke (mm)	84.5/ 89.0
Compression ratio	10.5:1
Fuel injection	150bar direct injection
Boosting system	Twin-Vortex supercharger
Power PS (kW)	380 (280) @ 6,500rpm
Torque Nm (lb ft)	450 (332) @ 4,500rpm
Transmission	ZF 8HP45 8-speed automatic
Gear ratios (:1)	
1st	4.714
2nd	3.143
3rd	2.106
4th	1.667
5th	1.285
6th	1.000
7th	0.839
8th	0.667
Reverse	3.317
Final Drive	3.23
CHASSIS	
Front suspension	Double wishbone
Rear suspension	Integral Link
Steering	Rack-and-pinion; electromechanical power-assisted
DIMENSIONS	
Length (mm)	4,954
Width inc./ excl. mirrors (mm)	2,091/ 1,880
Height (mm)	1,457
Wheelbase (mm)	2,960
Track front/ rear (mm)	1,605/ 1,594
Kerbweight (kg)	From 1,710
Boot volume (litres)	540
Fuel tank; usable (litres)	74
PERFORMANCE & FUEL ECONOMY	
0-60mph (sec)	5.1
0-100km/h (sec)	5.3
Top speed mph (km/h)	155 (250)
Fuel consumption mpg (litres/100km) EU combined	34.0 (8.3)
CO_2 emissions (g/km) EU combined	198

Manufacturer's figures; correct at time of going to press

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Mk 2	59 - 67	All sizes	Front	**£240**	Rear	**£180**
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340	67 - 69	All sizes	Front	**£240**	Rear	**£180**
420	66 - 69	All sizes	Front	**£210**	Rear	**£155**
	66 - 69	All sizes	Front	**£210**	Rear	**£175**
420G	66 - 70	All sizes	Front	**£170**		
XJS	75 - 92	3.6L + 4.0L + 5.3L	Front	**£200**	Rear	**£150**
	93 - 94	All sizes	Front	**£200**		
	95 - 96	4.0L (Inboard)	Front	**£200**	Rear	**£150**
	95 - 96	4.0L + 6.0L (Outboard)	Front	**£200**	Rear	**£195**
XJ8	97 - 2002	3.2L + 4.0L	Front	**£220**	Rear	**£210**
XK 150	58 - 61	3.4L + 3.8L	Front	**£230**	Rear	**£230**

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Your correspondence



Jim Pettigrew's E-type Series 1½.

Those **Series 1** and **Series 1½** models

As the owner of a Jaguar E-type 4.2 litre OTS for some nineteen years I have benefitted from their steady increase in values, particularly over the last five years. As a result I have always appreciated the advice available from the Jaguar Enthusiasts' Club and in particular that of Graham Searle (the Club's General Manager) when it comes to a valuation for agreed value insurance cover.

It is clear that values and demand for quality original or properly restored early cars are greater and even more so if they have some history. It seems that as availability of such cars dwindles the interest then moves to the later cars. The 3.8 litre Series 1 flat floor OTS cars certainly attract a premium value but it is clear that the value of Series 1 4.2 litre models is on the rise and I suspect that, in time, the Series 2. 4.2 litre cars may follow.

So what about the retrospectively named Series 1½ 4.2 litre cars which have generated significant comment by members in the January 2015 E-type Forum pages of this magazine? My car also falls into this category, being a right hand drive original numbers UK car, registrated SYW 4F. Built on 17th October 1967 and first registered on 8th November 1967 in London, in all respects, visually, apart from its open headlights, it is a Series 1 4.2 litre car and Graham Searle has valued it as such.

The underlying problem however is that of the right hand drive OTS cars built between September 1967 and July 1968 (320 cars from chassis No 1E1864 to 1E 2184) scarcely two cars are the same. This may be in part due to the availability of parts as cars for the American market may have been given priority and UK cars were built with whatever parts were available.

Some publications have attempted to chronologically list the various changes to the specifications for these cars but, having spoken to owners of cars from this era and knowing my own car, such information is not entirely reliable.

It would therefore be interesting to hear further from members with cars from this period and perhaps establish a register to catalogue the features which differ from the pure Series 1 cars, to demonstrate how the changes were introduced over the ten month period leading up to the launch of the Series 2.

In early 1967 Jaguar built its works press car JDU 877E, Chassis No 1E 1709, a Primrose Yellow 4.2 Litre OTS. Later that year the *Autocar* magazine road tested the car and published its results in the 12th October 1967 edition of that publication. I was fortunate enough to have retained this road test which I had filed with many other similar road tests extracted from the magazine when in my



So many aspects of these mid-term 4.2 litre cars differ as it is difficult to come up with a definitive specification.

teens and drooling over cars I could never expect to own. On examination this car is visually identical to my car and although some may consider it to be a prototype, it certainly was expected to be representative of cars available to purchase at the time of publication. From the text it is worth noting that *"...oil consumption which used to be heavy on some Jaguars was reasonable at 300 miles per pint and it took 3 quarts of water over 3300 miles"*. How many current owners, I wonder, with engines rebuilt over recent years would be happy with this?

Referring back to my own car which, like Andy Wood's, was purchased from Henry Pearman of Eagle in January 1996 with only 6100 miles completed since an earlier restoration to a very high standard in 1985 by Nuneaton Car Craft (a business which has long since ceased trading but whose then director had been at school with Martin Robey). As mentioned it is an original numbers car and was when delivered by Stratstones Limited London, finished in Warwick Grey with Light Tan interior and Gunmetal Grey hood. Interestingly the 'EJ' prefix to the gearbox number would appear to indicate that this is a close ratio version of the synchromesh gearbox fitted to these cars, but the 3.07:1 ratio differential



Differentiating aspects of the specification of Jim's car.

was no longer the limited slip type which had ceased to be fitted as standard.

Seldom mentioned but recently noticed when the engine had been removed to replace the clutch and have the rear crankshaft rope seal modified, I noticed low down on the exhaust side of the block a casting date of 19/01/67 and on the gearbox casing a date of 24/05.67.

The polished cam covers, header tank behind the radiator, toggle switches, open glove recess, non-reclining seats, and door handles and armrests as introduced back in 1964 are all features, apart from the open headlights, which relate to the Series 1 cars. Some suggest that cars such as this could be further classified as Series 1 ¼ models but this would simply add to the potential confusion and until one decides to part with their car I think we should just be thankful to be able to enjoy the pleasure of ownership of these relatively rare examples of the marque and their differing unique features.
Jim Pettigrew.

From an E-type owner whose car has appalling headlights!

When my January edition of *Jaguar Enthusiast* magazine dropped through the door and I had got as far as the E-type Forum pages, I found an article on xenon headlight installation by Barry Hack.

It is my understanding that Xenon headlights can only be installed legally if the installation includes a self-levelling system, owing to the brightness and potential to dazzle oncoming drivers. I therefore believe that Mr Hack will now be driving illegally as he made no mention of such an installation. Perhaps you should point this out to fellow E-type owners who might now be considering this modification.
Ray Drinkwater.



Beware the fitting of xenon headlights, can anyone cast any more 'light' on the issue of legality?

More controversy

You published my letter in the October 2014 issue of the magazine and there has been some interesting correspondence on this topic of Series 1/Series 1½ both before and since.

I don't have Paul Skilleter's book to refer to, but Andy Wood in the January magazine states that the Series 1½ cars began in July 1967. I understand the first chassis number for the left hand drive OTS was 1E15889 and 1E1864 for the RHD equivalent. From the letters in your Forum there are at least four cars with earlier chassis numbers (see below), which have/had open headlights, so it would seem a small number were produced with this bonnet prior to the Series 1½ starting.

Neil Dangerfield	1E15731
Larry Denton	1E15735
Bryan Davies	1E15813
Dave Holloway	1E1702

This would seem to be sufficient evidence to me to prove that the open headlight bonnet on my car is correct and put an end to the query in my mind since I bought the OTS seventeen years ago.

Apart, that is, from Andy's story that a batch of Series 1 cars were allegedly held up at the docks in the USA and were hastily modified to comply with American regulations. More mystery! But that wouldn't explain Mr Holloway's car, first registered in England to an overseas owner.
Neil Dangerfield.

And yet more...

On reflection, it might have been better never to use the designations Series 1, 1½ and 2, as these models are not greatly different from the original cars, the V12 being the only major variant of the E-type.

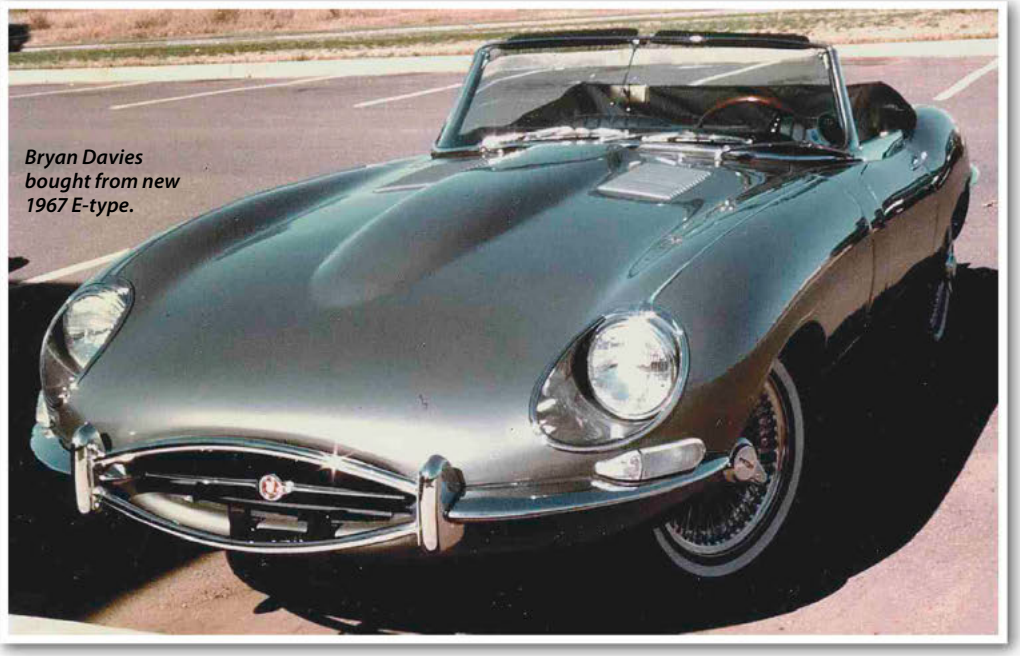
There is a practical point to the discussion on the so-called Series 1¼ cars, though I suspect some people would say "Fraud" if I advertised my car for sale as a Series 1. It doesn't look like an original E-type, inside or outside, and the higher prices have been paid for those cars with cowled headlights and little leg room. My model is referred to as Series 1 by Jaguar Heritage, but it needs something to differentiate it from both the Series 1 and Series 1½ models. Until this year, I had always thought of my car as Series 1½, but I realise now that it isn't that.

Regarding the letter from Ian Hazeldine, I think the car number is missing a digit. The Engine Number 7E 15084-9 suggests a late-1967 manufacture, as it is about 1000 later than my car, which was built in June 1967.

Whilst several people have gone to considerable trouble to document the detail changes in the E-type, I don't think one can argue with what is on an actual car, if that car is in original condition. I bought mine in the USA, new and left hand drive, in November 1967. It is not a Series 1½ and I agree that manufacture of the Series 1½ may have started very shortly after my car was built, as I think I am correct in recollecting that cars with twin carburettors and ribbed cam covers appeared in my local dealer's showroom a few weeks after I bought mine. I was glad I got a triple carburettor car, as that was said to be about 20mph faster than the twin carburettor version. However this was a bit hypothetical as the axle ratio was 3.54:1 and the rev counter was showing well into the red on the only occasion I saw 125mph on the speedometer! Maybe the axle ratio was another point of difference from the earlier Series 1 cars, as I assume they would had a lower numerical ratio.

Andy Wood quotes chassis number 1E 34250 for "Modified" USA cars, but this number must be in a different series from mine or Ian Hazeldine's. The headlamp covers were removed before the Series 1½ .

In practical terms, I cannot see my car as Series 1, it doesn't look like that, because of the un-cowled headlamps, and it doesn't feel like that, because of the considerably greater legroom inside. The first E-type I thought of buying, in 1962, was ruled out as soon as I sat in it as my knees felt to be around my ears. The second one I looked at in 1967 was quite comfortable for a six footer, and I ordered one on the spot. The difference was 'chalk & cheese' to me. The attached picture was taken when the car was new in November 1967.
Bryan Davies.



Bryan Davies bought from new 1967 E-type.



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This month's introduction from **Steve Howard**

Well since I started Zac's slow return to roadworthiness, I've managed to extract the broken ABS sensors from the hub carriers without having to separate any more parts. The complete 'rear end' has now had a lick of paint (yes, found amongst the various selection taking root in the shed!!) and is now ready to be put back into its original location. Just need to find two new ABS sensors at considerably less than the prices I have been quoted so far!

Before I knew it, the weekend jaunt to Meguiar's had arrived - ah, an excuse for a break from freshly undersealing Zac, where the axle goes back in. Much easier to do before the refit!



Steve's rear axle assembly as removed with snapped ABS sensors.



The X-300 Forum presence at Meguiar's for the car care seminar.

After an early start on the Saturday morning, I met up with Rob Grace at the Willoughby Cafe, London Road, Willoughby for a lovely cooked breakfast (ok, a fry-up!). It does not look much from the outside, but it was pleasant enough once inside and it was cooked fresh - just the ticket before sitting in a briefing at Meguiar's!!

We both arrived on time and were met by Jim and Nathan, who were our hosts for the duration. We grabbed a hot drink and conversed with a few more fellow enthusiasts before the start of the 45 minute briefing. Speaking on behalf of everyone who attended, I found it very informative and (myself personally) certainly changed a few misconceptions about proper 'car body care and maintenance'.



Jim carrying out Detailer work to enable the initial bonnet clean of the sample car at the seminar.

If anyone wasn't quite convinced with Jim's excellent briefing, I am sure by the end of the practical demonstration on Sam Jerrett's car bonnet (yes we all know - it wasn't a Jaguar or Daimler!), we were all converted to Meguiar's products. Jim chose Sam's Honda because the demonstration works better on a flat surface (well as flat as you can get with a car bonnet!)



The same rear assembly read to go back into the car with ABS sensors removed.



The bonnet divided into four sections for the demonstration. Top right the original cleaned surface, top left the section clayed by hand, and the bottom sections untouched. Notice how scratched the surface looked.

Naturally, after such a successful seminar, we all ended up leaving with lighter wallets and bulging carrier bags of goodies to try out for ourselves. Some of us wanted to get on our way, but a few of us stopped off at the Old Coach House, Main Street, Ashby St. Ledgers for some personal refuelling.

I'd like to thank, firstly, everyone who took the time to come along and hoped they had an interesting and enjoyable time. Secondly, I would like to thank Meguair's for their time and effort to enlighten us in something that can start out as a 'car wash and wax' then slowly become (for some people) an obsession!

After the Meguiar's car cleaning seminar in February, not much happened until the AJ6/AJ16 Seminar held at the Jaguar Visitor's Centre in Birmingham in March, and what an interesting day that turned out to be.

For anyone who didn't come along, you don't know what you missed. Just the array of different models parked outside, brought along by the attendees was worth it. Then the talk by David Marks was very informative and highlighted what a robust engine Jaguar developed for our cars.

This was followed in the afternoon by Andy Stodart's session which I particularly found even more informative (yes Andy, way too much maths!) and now we all probably want to supercharge or turbocharge our engines to the hilt – thanks Andy!

Thanks also to Nigel for organising a splendid event and a bigger thanks to David and Andy for enlightening us all – without anyone falling asleep! The food was also excellent.

On the further subject of my own car,



David Marks (2nd from left) and Andy Stodart (2nd from right) taking questions at the seminar.



A good turnout of X-300 owners as well as those with XJ40s and XJSs.



The state of Steve's X-300 dougnut!

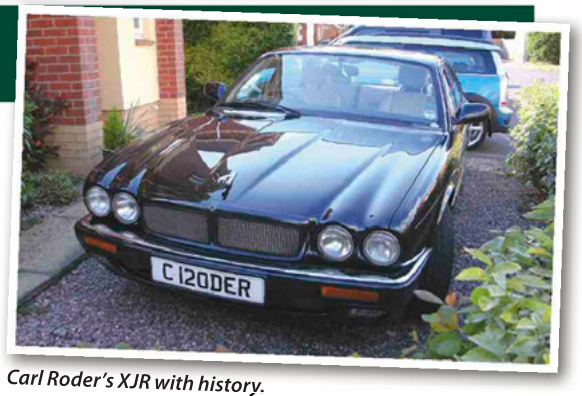
Despite that extra work on Zac (my 3.2 litre Sport), unfortunately I have had to commandeer its back axle, due to mine destroying itself (well the pinion shaft bearing anyway), whilst driving at 70mph (honest officer!) on the M6 motorway going back home after the seminar. Not an experience to be repeated I can tell you, especially when you see the state of the propshaft doughnut!

Now a reminder about two events next month (June) if anyone is still interested. Firstly a visit to the Morgan car factory on Wednesday 10th June, start time 9am. The cost is only £12.50 per person (this price goes up to £15 this year, but not for us, so take advantage of this opportunity). If you also want a buffet, light lunch or afternoon tea, it will cost £10 per person extra, all payable by each person on the day. Please let me know as soon as possible if you want to come along, how many persons and what food you want.

Secondly there is a visit planned to the Haynes Motor Museum on Saturday 13th June to start at 10am. The cost is just £9.95 per person (again prices have gone up but they will honour this price for us as long as there is a minimum of 15 people attending. Again please let me know as soon as possible if you want to come along. Oh yes, although organised under the X-300 Forum banner, if anyone else wants to come along, you are most welcome.

A rare XJR in more ways than one

Carl Roder tells his story of not just a manual transmission XJR, but one with a particularly interesting background



Carl Roder's XJR with history.

My Jaguar XJR (C120 DER) is one of the rare manual gearbox variants of the X-300 XJR saloons. It is actually number 100 of 102 RHDs made or number 266 of 268 in total, confirmed by the Jaguar Heritage Trust and Andy Stodart.

The car's first owner was a Mr Halsall, who owned one of the larger Tier 1 suppliers to Jaguar at the time, a company called Shalibane. I have been lucky enough to speak to him, who told me that over 100 parts on the car were made by his company and that Jaguar custom made the car for him. He was actually promised the last manual car to be produced but I guess that wasn't to be.

He was allowed to walk the car through the production line and had the engine specially made for the car by the SVO (Special Vehicle Operations) department. Apparently they used all the best castings and they did a little bit of fettling to the cylinder head and bores, but this can't be proved without an engine strip down. Options that he chose for the car included the Harman Kardon stereo system, manual gearbox, cruise control (rare on a manual gearbox apparently), full size spare, tool kit (still complete) and cup holders. Being a 1997 MY car it has the air pump on the exhaust system. The colour is Anthracite, apparently only two in this colour were made. Rob Jenner has the other.

The second owner bought the car when it was three years old, and he was just as enthusiastic about the car as the first (they are close friends). He had a Webasto glass sunroof fitted (full slide and tilt with internal blind at a cost of £2500). He kept it well serviced even though he covered a relatively low mileage over the next ten years.



The car has been very well cared for.

Thanks to these two gentlemen I have all the MOTs, tax discs, owners hand books, a full service history and all the receipts for the car from new.

The interior of the car is very good. The driver's seat bolster has been replaced and the interior re-Connolised. In addition the headlining and windscreen have been replaced. The headlining was custom made to suit the Webasto sunroof. The wood is like new with no fading, carpets are like new because Jaguar rubber mats were fitted from new, and all the switches etc work correctly. The only thing not working is the clock, after three new clocks since the car was new, I am giving up on this for now!

The exterior of the car is very good with no signs of rust anywhere, even the rear wheelarches are still in good heath. The car has been garaged since new. As soon as I bought the car I covered all the wheelaches, floor panels and jacking points in underseal. I have also fitted mud flaps. I have had the back of the car and roof resprayed due to some scratches that let down the otherwise very good paintwork. Rear bumper mounts were also replaced. The paintwork has also been professionally cut and polished.

Mechanically the car is very good; the engine is not making any strange noises, is not burning or leaking any oil. The manual gearbox, clutch and differential fluids have been changed as a precaution. A specialist is carrying out servicing and maintenance.

The only modifications to the car are a lower bumper grill and a spring loaded leaper.



The legendary supercharged engine, the first such production engine from Jaguar and already a classic.

The International Jaguar Spares Day

Paul Skilleter reports on the March Jaguar spares day, the season opener.

Yes, I always feel that spring's here when Spares Day takes place – this year it was on Sunday, 22nd March at the usual venue of the National Agricultural Centre in Stoneleigh, not far from Coventry. Very reasonable weather helped tempt out a large number of stall holders, though visually there seemed to be slightly fewer eager punters – possibly because the higher value of the pound against the euro had deterred some European visitors this time. But it was as entertaining as ever, with seeing old friends just as important as browsing through bits.

The following pictures tell the story.



Classic & Vintage were displaying these E-type Series 2 fans complete with cowls. *Photo: Jim Patten.*



This Toyota Supra 5-speed gearbox adaptation for classic Jaguars by Realm might well help bring that semi-derelict E-type back to life! *Photo: Jim Patten.*



Starter E-type? Someone bought this Series 2 fixed head coupe minus power train for around the £7590 sticker price. The days are surely numbered for buying a sub-ten grand E-type... *Photo: Jim Patten*



...and it would look good on these replica Lightweight wheels also by Realm! *Photo: Jim Patten.*



Good find for someone – new old stock 3.8 master cylinders complete with part number still attached. *Photo: Jim Patten.*



Alan Slawson has been rebuilding Salisbury final drives for decades!



Lots of new old stock and used parts for the Mark VII series on the Worcester Classic Spares stall – almost 65 years after the original Mark VII was announced (see next issue!). *Photo: Jim Patten.*



Also known as Northampton Autorads, the NAR group produce a range of high quality aluminium radiators and associated parts for classic Jaguars. *Photo: Jim Patten.*

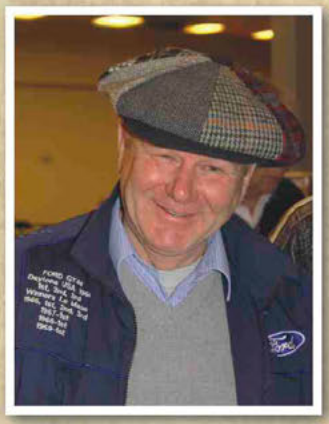


Wise buy: two original XK120 open two-seater doors. They may need work but they're what came from the factory! *Photo: Paul Skilleter.*



Spares Day is about meeting people as well. Here are two significant ex-Jaguar men: Frank Marsden (left) was in charge of Special Vehicle Operations which produced such cars as the XK180 and the beautiful X-300-based Daimler Corsica convertible, while E-type owner Stephen Perrin was amongst other things Jaguar's sales director. *Photo: Paul Skilleter.*

Another visitor to Spares Day was John Oxborough; he moved on to GT40s, but some 30 years ago John fielded one of the most competitive mod-sport E-types. *Photo: Paul Skilleter.*





Older members may recall the days when Tony Hildebrand ran the prestigious restoration company Straight Six in London, while also racing the ex-Tom May/Ecurie Ecosse XK120 (LXO 126). He was at Spares Day selling Jaguar parts left over from his trading days. *Photo: Paul Skilleter.*



Only for the brave? This LHD XK150 3.4 litre fixed head coupe needed a total rebuild and was missing a few parts (unless they were in boxes...). Asking price was £22,000. *Photo: Paul Skilleter.*



Trawling through 'smalls' can sometimes uncover gems for a restoration. *Photo: Paul Skilleter.*



Would you buy a raffle ticket from this man? Well, many did buy from Peter Purdom at Spares Day in March, hoping to win the Club's superb aluminium XK convertible. *Photo: Paul Skilleter.*

JAGUAR MARK 2 FORUM
INCORPORATING
2.4/3.4 LITRE MARK 1 SALOONS
2.4/3.4/3.8 LITRE MARK 2 SALOONS
DAIMLER 2.5 LITRE V8 - V8 250 SALOONS
3.4/3.8 LITRE S-TYPE - 420/DAIMLER SOVEREIGN
Forum Co-ordinator - Patrick Moynihan Tel: 01676 535339 Mob: 07973 268379 Email: patrick.moynihan@jec.org.uk
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Technical Advice - Peter Bell Tel: 01483 852276 Email: peterbell@ntlworld.com
Body/Paintwork Advice - Keith Parrington Tel: 01323 720009 Email: keith.parrington@jec.org.uk

Memories of a Mark 1

In the 1960s **David Ward's** father purchased a Mark 1. These are David's reminiscences of the car.



This picture of David's father's Mark 1 was taken around 1965.

It was in the spring of 1962 that my father purchased a 1959 3.4 litre saloon in white, or I believe it was more correctly known as Pearl Grey, with red interior and a manual/overdrive gearbox.

The local Jaguar dealer checked it over, gave it a clean bill of health and said there were a number of factory modifications, but I regret I cannot remember all the details. It certainly had 9 to 1 compression engine, high geared steering and a limited slip differential. It also had a straight through exhaust system which could be heard half a mile away on a still night. The item I found most amusing was a simple piece of chain below the dash on the right hand side, used to operate a radiator blind. Although a common accessory item in the old cars, it did seem quite out of place in a sophisticated car like a Jaguar.

My parents loved this car, more than any car they had previously owned, and I remember my mother saying "Faster faster" when doing 100mph! I recall the ride and quietness, particularly at high speeds and the outstanding acceleration. Remember this was the early 1960s when such cars offering the performance of a Jaguar were quite rare. There was little available at the time that came anywhere near the levels of performance to the 3.4 litre Jaguar. The superb ride with none of the roll and pitch of lesser vehicles was a revelation. The narrow rear track has been criticised with hindsight, but was never noticed as a problem in everyday use at the time.

Modifications made during ownership

My father carried out some other modifications to the car during his ownership and these included:-

A switch for the AED (automatic enrichment device). This was a simple pull/push switch which illuminated when in the on position. It was later supplemented by a red light on the dashboard near the overdrive switch. This was another common fitment to cars like Jaguars in those days because it prevented the choke from over-enriching the mixture when the engine was cold.

As the original indicator warning light was difficult to see, he supplemented it with a repeater light (in green), also mounted next to the overdrive switch on the dashboard.

Although models like the Mark VIII and IX



David's father standing next to the Jaguar, the picture taken in Torquay by the inner harbour in around 1971. It was the last trip there with the car due to failing health.



Dating from around 1969 this picture shows the car with its badge bar and unusual extra spot light fitted.

from the period had an illuminated overdrive switch which lit up when in use, this wasn't fitted to the Mark 1, so my father fitted one, this time in blue.

In around 1967 he also fitted the later Mark 2 styled rear light units to the car. These had the advantage of having separate indicator lights and overall the illumination at the rear of the car was much better. As I recall the fitting and wiring was not as simple as originally envisaged!

Another period option that my father fitted was a badge bar across the front of the car and an extra spot lamp was fitted.

Car in service

During the ten years of ownership the Mark 1 proved to be mostly very reliable, requiring little more than brakes, tyres and only one exhaust replacement, so most things were down to normal service items. The brake repairs included the fitting of Mark 2 brake discs, which were not a direct swap, requiring some machining to fit. At the time this was by necessity as Mark 1 discs were no longer available then. This time the disc brakes had square pads which were much easier to replace than the earlier round type pads. My father made a tool for extracting the pads and could change brake pads on both front wheels within ten minutes.

Much has been written about the Moss gearbox fitted to these car but I liked it and would not change it if I could ever acquire a Mark 1 today.

My father also managed to modify the handbrake on the car, but I regret I cannot remember how. Whatever he did, it apparently certainly made it very effective.

As an aside I was interested to see that comments that have often been made about the quality of some replacement parts, in particular distributor rotor arms. The 3.4 was used for long journeys on a regular basis and on one occasion the engine cut out on the M1, and my father had to coast the car over to the hard shoulder. He called this an "Interesting" moment. I recall that he indicated a dead engine by holding his arm vertically out of the window as he had seen racing drivers do the same thing on the track! However no harm was done, except to his pride, as he was meticulous about car maintenance. It transpired that the new rotor arm had failed, so there is nothing new after all.

The only minor irritation with the car was the poor heater output, typical of these cars and not resolved until the S-type appeared in 1963.

There was nothing much in the way of rust proofing in those days, but we did apply liberal quantities of engine oil to the underside, another common thing done in those days. Note the use of "we" here, you can guess who got covered in oil doing this? It must have been partially successful since only one door sill needed replacing and some front wing repairs. The car was re-sprayed once since there were rather a lot of stone chips.

However I also learned from my father the procedure to clean and polish to a high standard. He was meticulous in both mechanical maintenance and keeping the car looking spotless. I soon became very good with polish and assorted cleaning materials, a task I thoroughly enjoyed, and still do.

We used to holiday in south Devon every year and always took cleaning materials with us and my first task every morning was to ensure that the car was spotless. I say "task", but it was my choice and something I enjoyed doing. Actually I still do that today when taking my Jaguars to south Devon!

When I passed my driving test he often let me use the Jaguar, which means he was very brave or trusted me.

Moments to remember

There were some moments to remember including a fast drive late at night, and when I stepped out to open the garage door, I fell down on the ice. That was cause for some thought. It must have been quite a car.

I left school at the age of eighteen and had a girlfriend a year younger than me. During the following year I would sometimes take the Jaguar and wait outside school for her. I did not think anything of it at the time, but it probably caused some consternation amongst the staff. Imagine the reaction these days.

When the Mark 1 was sold it had covered well over 100,000 miles and the engine had not been touched, and the clutch and gearbox were original. It never did show much oil pressure, around 30psi when hot and this never varied over the years. Oil consumption was in the region of 250 miles per pint. This sounds really bad by today's standards, but was normal for the time.

My father kept this car until late in 1972, only selling it because he was too ill to manage the heavy steering (remember these cars didn't have power assisted steering). He did not tell anyone of what he intended for the car, otherwise I would have bought it myself.

It was part exchanged for a Ford Capri and when I heard about it I went to the dealer to try to buy the Jaguar back. The police happened to be there and told me that it had been stolen from the dealer's premises. It was involved in a minor 'hit and run' incident and never seen again. Presumably broken for parts shortly after, a sad end for a car for which I hold great affection. I do sometimes wonder if it still exists in a long forgotten barn somewhere.

As a footnote my father died in May 1973 and my mother, now in a nursing home, has a picture of him with the Jaguar still by her bedside. Just in case anyone has any doubts I would love to own one now, but they are, sadly, out of my price range.

Something to ponder

There is a fairly straight section of road not far from where we used to live. It was possible, so I am told, by accelerating hard on the approach, after leaving the 30mph limit, to achieve 100mph before braking hard, really hard. There is a sharp right hand corner at the end of the straight, onto a river bridge and then a sharp left hand corner which meant it could get a little exciting.

There is a story, still spoken of times on autumn evenings when the mist rises from the river. It is suggested that, late at night, many years ago something large, white and emitting fearsome sounds, spun through 360 degrees on the short bridge section and then continued northwards at speed.

There is much speculation as to what this could have been and wiser heads believe that i t is the ghost of a mill worker who fell into the mill stream in 1886, and who still appears wrapped in white cotton from the mill. I think this is the most likely scenario, certainly nothing to do with the previous paragraph.

Your technical queries
answered by Peter Bell



Firstly this month an interesting item from one of our members on lighting.

LED lights

Q I have a Daimler 2.5 litre V8 and read an item in the magazine from Brian Viney about LED lighting.

Here is a cautionary story which members should be aware of. On 1st January 2011 the DVLA revised parts of the MOT regarding lighting, including more items under the "Right to refuse" rules. My MOT on the above car was due on 24th February, and it failed under the new RTR rule on LED side lamps "Too blue ", by observation of the examiner.

I had changed to LED using the same supplier as mentioned in the article, to achieve the same objective - to be seen, also to rectify having 5 watts in a little tube to heat and yellow the front lens (a common Mark 2 problem).

I had to change back to incandescent lighting to pass the MOT, and left them as most will know that the fitting design does not invite quick changing.

Now the fun starts as part of my past fifty years working life revolved around measures of light including Kelvin - Colour Temperature. Readers will of-course have measured light in watts electrical power, not Lumens and Colour Temperature, particularly fluorescent tube lighting by descriptions such as "Warm White" a measure of 2700/2000 K or "Cool White" a measure of 7000/7500K. In the world of Kelvin the greater the number the nearer to Blue Sky 10000+.

After my failure I queried it with the National Physical Labs in Teddington on how a judgemental rule had found its way into the MOT. Their response was that it had happened, so that was that!

The LED lamps now available that will fit older cars will in most instances be referred to as "Cool White 7000/7500 K" and invite a failure by the MOT observer, working no doubt with his new LED inspection lamp! Oh I forgot to mention a candle comes in at 1900 K.

Gerald Bailey.

Now on to your questions to Peter Bell.

Temperature gauge inoperative

Q For some reason the temperature gauge on my car has stopped working. Could you please tell me where the temperature sender unit is? How will I find out if it is the gauge or the sender unit at fault?

Barry Birch.

A **Peter Bell comments:** *The water temperature sender unit is on the side of the inlet manifold, near the thermostat housing. The wire to it can easily get displaced when servicing the distributor, but if your problem isn't that simple you can check the function of the gauge by disconnecting the sender and with the ignition on, touch the wire to earth on the engine - the needle of the gauge should rise when you do so.*



Wiper swept arc

Q Regarding the wiper arc or swept area on the Mark 2. My car is a 1964 3.4 litre ex-South African car and the wipers park well enough but the sweep stops approximately half way across the driver's side of the screen (right hand drive of course). They seem to cover a bit more of the passenger side so I am wondering if it could be set up incorrectly, or have the wrong gear wheel inside the motor, or even if it is off a left hand drive car. Any thoughts would be appreciated?

Colin Nairns.



A **Peter Bell comments:** *First make sure that the wiper motor is securely fastened to the inner wing and that the wiper wheel boxes and rack connections are tight, as any movement here will mean a reduced sweep of the wipers.*

The wrong gear in the motor could cause this, but it's more likely that the parking position for the wipers has been adjusted incorrectly and the wipers are in the wrong position on their spindles as a result. Parking can be altered by turning the knurled adjuster situated next to the wiper rack tube.

A left hand drive wiper motor will park on the passenger side of the windscreen. As South African cars are RHD, this shouldn't be different to UK versions, and should park on the driver's side.

Binding brakes

Q When I start my Mark 2 from cold, the brakes are completely free. However, after a few miles the rear brakes tend to bind causing them to get hot. I first noticed this while covering a journey of around 600km after a restoration, where the car had stood for about nine months. Prior to this I didn't notice anything.

Kieran Downey.

A **Peter Bell comments:** *If the callipers seem free, I would suspect the problem is with the rear brake hose. Although the exterior may look ok, over time the rubber of the hose deteriorates and softens and in some instances it can act as a one-way valve. Fluid can pass through ok, but the pressure isn't fully released when you take your foot off the brake pedal.*

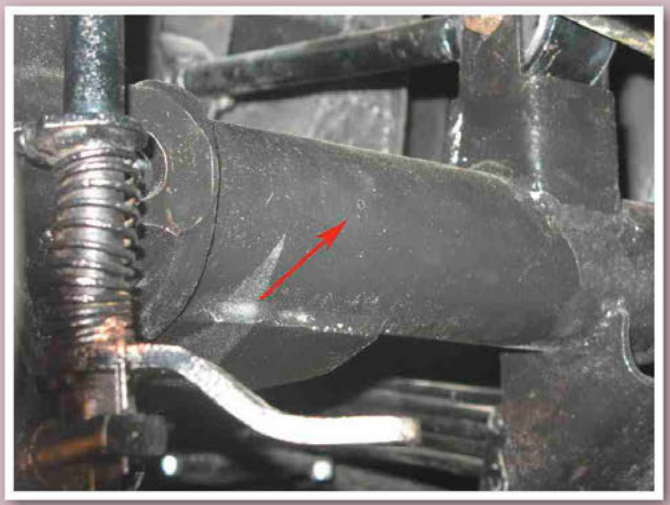
Breather position

Q Having read correspondence about the Mark 2 rear axle and oil leaks, it has prompted me to ask where the breather pin hole is located.

I have recently changed the original oil seal on the pinion of my 1964 Daimler 2.5 litre V8, because it was leaking. However I wondered whether the leak was exacerbated due to a blocked breather. I have closely inspected the axle and can find no trace of a hole anywhere. I do have a spare axle which his a few years younger and cannot see anything obvious on that either.

Ted Slade.

A **Pete Bell comments:** *The breather hole should be on the back of the right hand axle tube, near the outer edge of the Panhard rod bracket, see the attached picture.*



Ball joint issues

Q Referring to the lower ball joints, can you remove the gaiter by stripping down the lower ball joint, as I cannot release the joint from the stub axle carrier? Also is there a problem to watch out for when replacing the V shaped front cross member mounting?
D. Claxton.

A **Peter Bell comments:** *You don't mention what car this is. If it's a 1960s saloon then other than the steering column very little is affected by dropping the suspension to change the V mounts.*

To change the ball joint gaiter you have to release the tapered stud end of the ball joint from the bottom of the upright. With the weight of the car supported under the bottom wishbone, undo the Nylock nut holding the ball joint until it's only on by a couple of threads - this will protect the thread during the next step and stop the upright falling away from the lower wishbone when they part company. Striking the side of this lower part of the upright repeatedly with a hammer should shock the taper loose, after which you can remove the nut completely and replace the gaiter.

To make access a bit easier, you can remove the track rod end ball joint from the steering arm before you tackle the lower ball joint.

Fuel leak and overdrive jerk

Q I have a couple of problems with my Mark 2. Firstly it is leaking petrol. Between the two carburettors there is what looks like a plunger next to an electric valve with an up-facing tube. On tickover the engine seems to lose power with a few drops of petrol pouring out of this area.

Secondly when I take the car out of overdrive, if I do it after I have come off the power, the car clunks down very hard so am I doing something wrong? Do I have to drop overdrive with the clutch depressed, or is there a fault?
Jaz Singh.

A **Peter Bell comments:** *It sounds like the front carburettor is flooding, as it is this that the choke mechanism (between the carburettors) is connected to.*

I'd first remove the top of the float chamber and take the brass float out to see if any fuel has leaked into it. If so it will need replacing. Check the float height setting is correct, and make sure that the steel breather pipe that goes to the top of the float chamber isn't blocked. The arrangement of sealing washers on this pipe is very important - the plain aluminium washer goes on top of the pipe, and there should be a special red fibre washer between the pipe and the chamber lid - without it the vent pipe won't work.

If you find anything amiss or incorrectly assembled on the front carburettor, it would be worth checking the rear one too, just in case.

Referring to the overdrive problem, I usually dip the clutch slightly when coming out of overdrive, which helps to damp out the load that suddenly gets put through the drivetrain. If you're getting a noise when doing so, there could be a fault present - perhaps a loose propshaft joint or worn UJ, loose rear hub or road wheel.

Engine cooling

Q I have a problem of recent overheating of my car 1961 3.8 litre Mark 2. It was always a bit marginal but recent warm temperatures seem to have pushed it over the edge.

I thought it may have been a stuck thermostat so took the housing apart to find that there wasn't one there! I have had the car for about twelve years and bought it from a specialist, so there was probably an issue when I bought it. However, I have now had the radiator re-cored and it runs at about 75 degrees when up to full temperature compared to the 90+ that it used to register.

I would like to put a thermostat in as I understand that flow distribution to two of the cylinders may be affected. I have not used the car much each year, just a few hundred miles locally really, so hopefully all should be ok. It runs fine otherwise.

The manifold arrangement just looks like the one in the Jaguar service manual, page D.8 fig 6, and my engine number is LB4894-8. As there are a few types of thermostat available from suppliers I was told to get advice on which type was originally fitted to the car.
Paul Venn.

A **Pete Bell comments:** *Without a thermostat fitted, the rear of the engine can overheat as the coolant will tend to follow the path of least resistance and flow around the front of the engine only.*

The correct thermostat for a Mark 2 would be the 'bellows' type, rather than the old Wax-Stat design. When operating, these block off the slot in the water rail for the passing of coolant through the bypass circuit, thereby giving a slightly more thorough flow around the rest of the engine.

If any difficulty in obtaining one of these, in lieu of anything else a conventional thermostat of the coolest temperature available (74 degrees) would suffice.



Horn sounding off

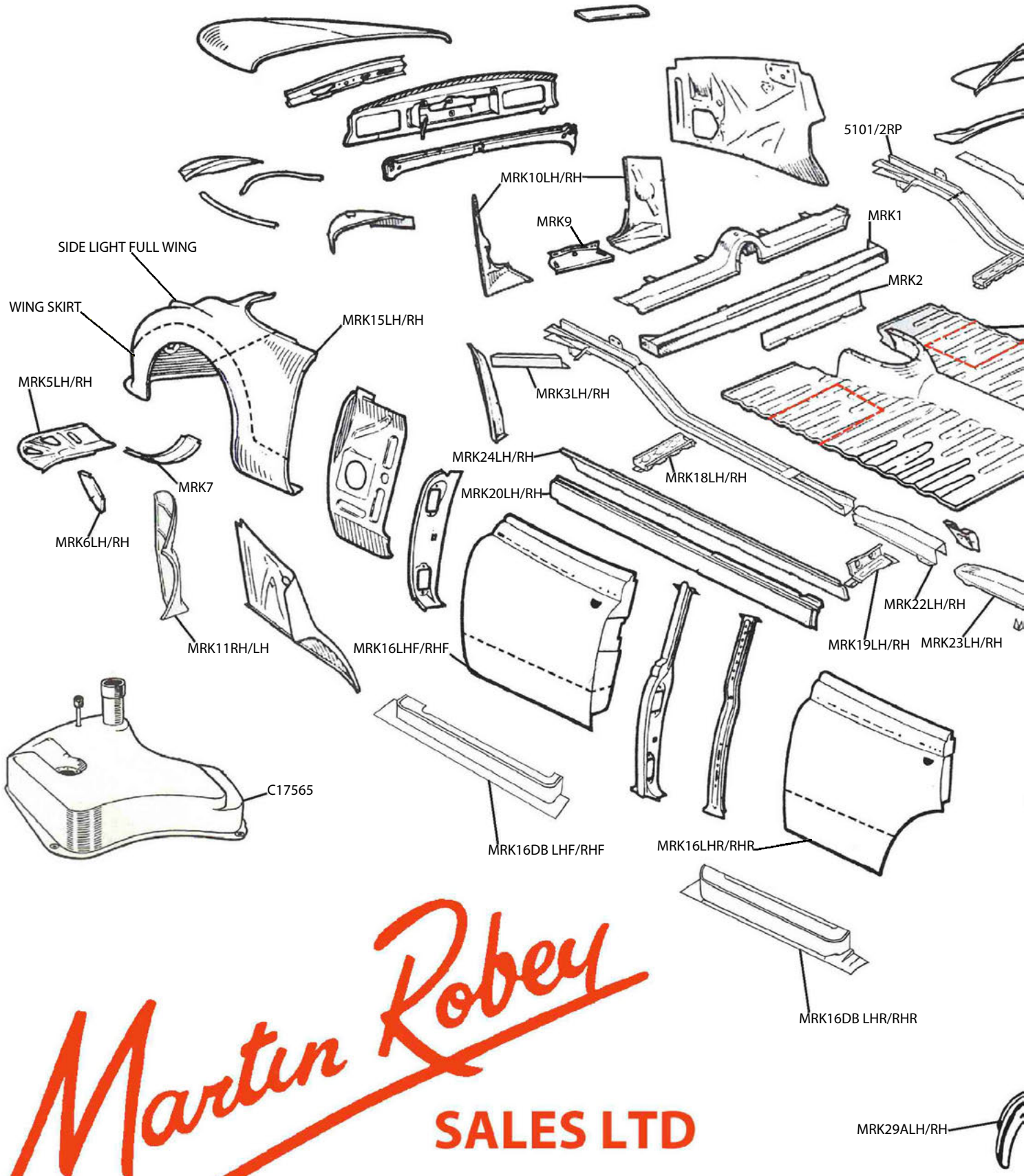
Q My 240 has developed the embarrassing problem of sounding off the horn when turning the steering wheel.

I have taken off the horn ring but cannot see any fault. Could it be a frayed cable? If so, it looks as though it could be quite a difficult one to replace, is it?
John Horton.

A **Pete Bell comments:** *It's possible that the cable inside the column is shorting out, but it's more likely that the lower steering column bush has broken up and is allowing the slip ring to touch the outer column when load is applied.*

If you go under the bonnet, get hold of the lower steering column near the bulkhead, try moving it up and down. It shouldn't be possible to move it more than a few millimetres.





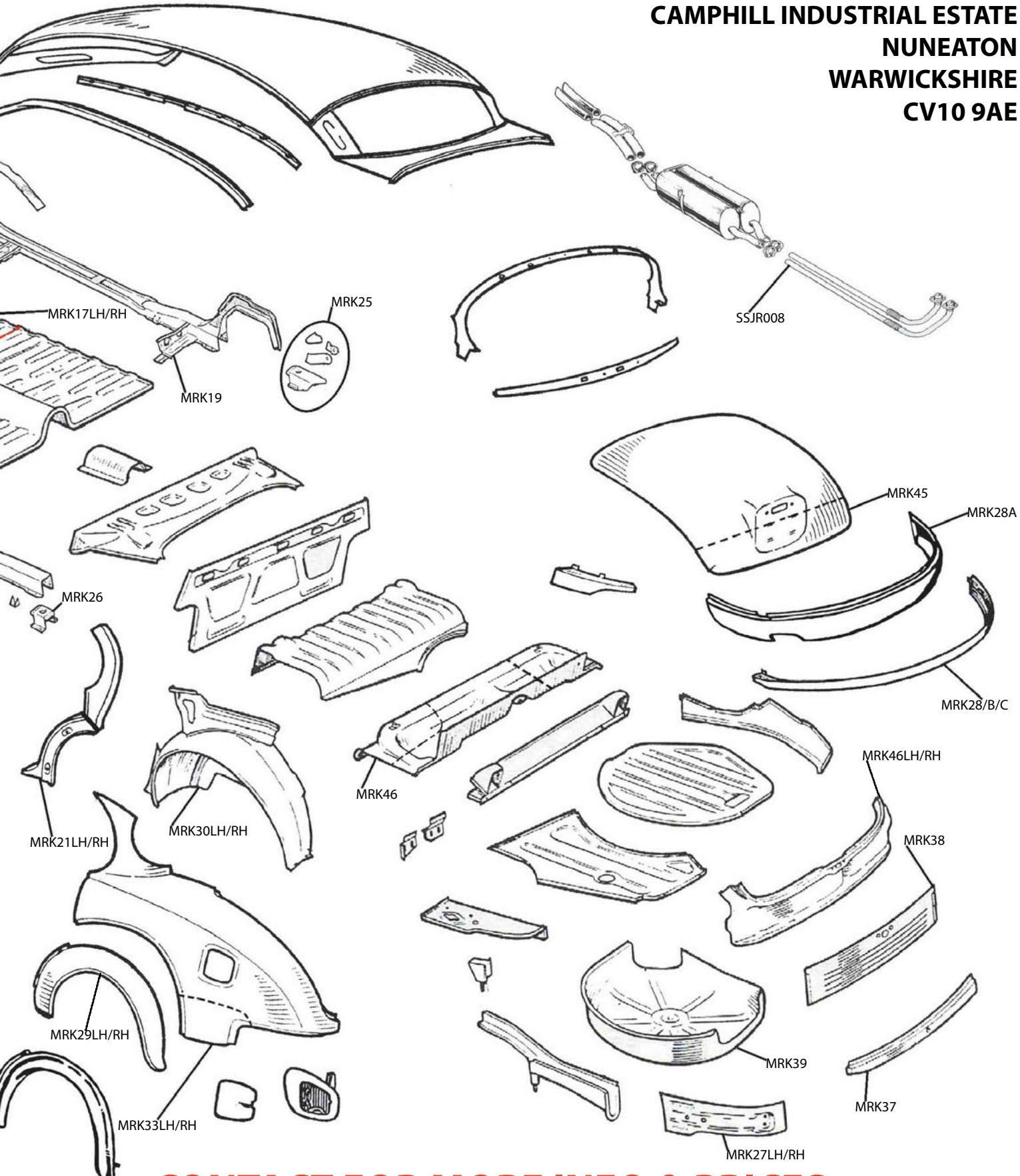
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Your technical queries answered by XJS expert David Marks.



A helpful piece of information from a member

I thought the following may be of interest to other members. For more than a year I spent time trying to trace the source of an intermittent and annoying noise, which seemed to come from the underside of the car, or behind the glovebox lining, or under the passenger seat of my left hand drive XJS.

The car is in very good general order, the noise did not get worse, and it only occurred when going over road bumps or manhole covers, so it's only recently that a full investigation was done, when I didn't need the car for five days. Before this, over months, with advice from David Marks, I checked the noise being like a rattle, an undertray coming loose, door lock action rods tapping, having come out of the guides and other things.

All the underside was subsequently checked, and that included the exhaust system, underside of seats, central trunking console removed, etc. Then the windscreen wiper motor action rods, blower unit behind glovebox liner, engine compartment cross struts, every nut and bolt in sight, all to no avail.

The noise seemed to come from inside the car or near it, but of course noises tend to 'travel'.

My Jaguar mechanic, who has serviced my different Jaguars for over twenty years, was convinced it came from behind the glovebox and spent hours, but could not trace. In the end he took out the passenger seat, laid down with his head in the footwell and traced the noise coming from the front of the car.

The culprit was part number C30115 a buffer at top of the front shock absorber, two of, where the shock absorber is fixed to the body. These buffers are not rubber (at least not on my car), but a sort of composite material, 100% worn out after nineteen years.

So, if you cannot trace that noise as to where it come from, check these buffers first, it was incredible that such a noise from so far forward seemed to come from inside the cockpit, and this above road and engine noise, transmitted via the bodywork.

John Chew.

Key fob problems

Q I thought the battery had failed in my remote alarm/central locking control of my 1993 4.0 litre XJ-S.

The car opened with the key manually and it triggered the alarm. I replaced the battery in the key fob and managed to deactivate the alarm. Since then the remote does not work despite fitting another new battery and I cannot lock the car using the manual key, can you help?

Paul Irwin.

Spring removal safety

Q I need to remove and overhaul the front suspension on a 1985 XJ-S HE, and plan to use a 500kg engine support beam. I'm not sure if this is sufficient to safely take the weight off the front mounts.

Could you also confirm that the only way to remove the springs safely is with a through type Jaguar spring compressor? The compressors I have are of the claw type which sit on the outside.

Dunc Wylie.

A **David Marks comments:** *500kg will be fine as the engine and gearbox weigh about 605lbs but some weight will still be on the gearbox mount, so the beam will be fine.*

Regarding the removal of the springs you MUST use the correct type of spring compressor. These springs are extremely strong and if something were to slip, it could result in a disaster. Also the spring is so compressed that you will have difficulty in getting two legged pullers like yours in, even if they were to be up to the job.

Best to acquire the correct compressor for the job and one can be hired from the Club's tool hire service via Annie Jenkins.



A **David Marks comment:** *Try the key in the passenger door and see if it locks. If not, it may be that there has been a partial lock change sometime in the past with the car. Also if you have another key, try that.*

You will need to have the fob checked with an RF receiver to see if it is functioning correctly. Many garages now have such equipment for the checking of key fobs. If the fog is not working, you will need to replace it and program it to the car. Check your handbook which should give you the instructions for doing this as there are several methods depending upon the actual model year. If the fob is functioniong, it may just require re-programming.

Lamba sensors and gearbox oil change

Q I have owned my XJ-S coupe from new and it has now covered 65,000 miles and it is still in showroom condition.

I have two questions. Firstly at the last MOT the car failed with defective Lambda sensors, although they had only covered 4000 miles since previously replaced. Is it possible to have the old ones cleaned for re-use?

Secondly, as a boat owner I am accustomed to changing engine oil by sucking the old oil out using a pump with a pipe down the dipstick tube. I wonder if I could do the same with the automatic transmission on my car?

Ralph Denne.

A **David Marks comments:** *The oxygen sensor 'fault' may well be due to poor earthing of the engine management system. So, remove and clean all the earth terminals to the engine management, including all those adjacent to the battery in the boot and the ones in the engine bay bulkhead.*

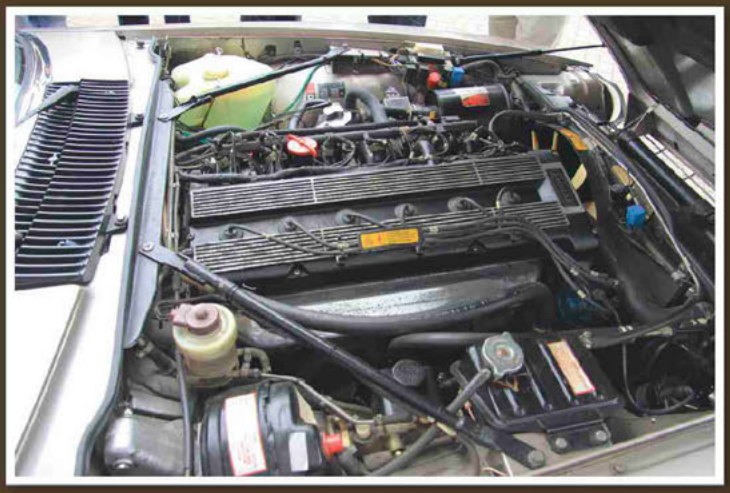
Also, run an extra earth link from the back of the inlet manifold on each side of the engine to the bulkhead earth points, using a good quality

3.6 litre engine problems

Q Can you tell me what the firing order is for a 1985 XJ-S 3.6 litre engine, and what position on the rotor cap is 1?

If the car is consuming 8 miles per gallon of petrol, we can safely say it's a bit poorly! At the same time, despite a sound thrashing, the temperature gauge never gets above the minimum mark, though it does budge a little from time to time. Could it be assumed that because it does not register the engine warming, it is permanently running 'on choke' and would a new thermostat deal with this?

William Hackett-Jones.



A **David Marks comments:** *The firing order of the 3.6 litre engine is 1,5,3,6,2,4 and number one is at the front. No. 1 cylinder on the distributor cap is approximately at the four-o'clock position.*

At 8mpg the engine is certainly not running well and it may be because the thermostat has failed, the coolant temperature sensor, the ignition timing is out, the fuel pressure is too high, the throttle potentiometer has failed or the valve timing is out.

A thermostat is a device that controls the engine temperature by sensing the temperature and opening or closing an aperture to vary coolant flow accordingly. The temperature sensor is a probe screwed into the engine that sends a signal to either the instrument pack or the engine control module, depending upon type, that varies according to engine temperature, i.e it senses temperature but has no direct means of controlling it.

The valve timing does go out of specification over time due to stretching of the chains. You will need to remove the cam cover and use a dial gauge to establish the true engine TDC (top dead centre), and then reset both the valve timing and also the ignition timing marker, as these tend to move over time for whatever reason.

All the data required, together with instructions for the work, can be found in the factory workshop manual and I would suggest that you purchase one of these and read it thoroughly to obtain the detailed information you require.

Stiff gear select



Q I have a 1994 XJS Celebration with the 4.0 litre automatic transmission which has been little used for the last couple of years and stood up for the last six months.

I am currently checking this over to use on a regular basis and have freed off and re assembled the rear brake calipers and handbrake mechanism. The gear selector was very stiff when I last moved the car and the problem I now have is that the gear selector is stuck at P.

Initially I need to adjust the handbrake shoes but cannot align the hole in the hub/disc without putting the gear selector at N. Secondly I cannot move the car. Can you please advise what the problem with the gear selector may be and how to sort it out. (The car is currently up on my four poster lift sitting on the wheels free beams).

Andy Bebbington.

A **David Marks comments:** *These cars have a gear select interlock whereby unless you have the ignition on and the brake pedal pressed, it will not come out of park. Meeting the above two conditions operates a solenoid which in turn removes the lock from the gearlever gate.*

Otherwise, if the selector is very stiff, it may well be the gear select cable, so detach it from the gearbox and see what it is like. If it is still stiff whilst not connected to the box, change the cable.

cable and connections, not those horrible scotch lock type. Hopefully this will resolve things and the sensor may show up to be ok.

To extract the old oil from the gearbox it can be done via the dipstick tube, using a vacuum pump. You will need to remove the sump to change the filter however.

If you have a 1994 car, it may have the later type 4-speed GM gearbox and these are slightly easier to maintain.

GM400 seal and bonnet locks

Q My Lynx XJ-S V12 has been stored for many years. It still starts and runs fine but I am losing automatic transmission fluid from the rear seal of the GM400 gearbox. Is it possible to replace this seal without stripping or removing the gearbox from the car?

There seems to be only one large nut holding the rear output shaft in place so can I simply remove this to replace it?

Another issue is that the bonnet of my car will not shut, or should I saw lock down. The two catches either side on the bulkhead do not seem to lock down, they just release the bonnet all the time. I have liberally oiled them, even released the cables without shutting the bonnet to free them off, all to no avail, so do these break?

Eric Berrill.

A **David Marks comments:** *Yes, you can replace the seal in situ but you must be careful extracting the old one so that you do not damage the housing. Access is a little tricky due to the proximity of the propshaft.*

Regarding the bonnet it may be that the cables are stretched and require replacement, or that the latch boxes are incorrectly adjusted. They are bolted via slotted holes into the bulkhead.

Stiff manual gear changes

Q I have a 1985 XJ-S 3.6 litre with manual transmission and my problem is that it is extremely difficult to engage 1st, 2nd and reverse gears.

This has not been a gradual build-up but has occurred in a matter of days so could the answer be as simple as topping up the oil in the gearbox?

Should it be necessary to remove the gearbox, would you consider that this could be done by a layman with limited resources?

Stuart Johnson.

A **David Marks comment:** *These gearboxes were originally lubricated with SAE 80 oil but it is much better to use Dexron 111 transmission fluid as this enhances the shift quality by a long way. Later gearboxes were specified to use this fluid and we now use it in all Getrag manual gearboxes, including my own cars and have done so for many years with no problems whatsoever.*

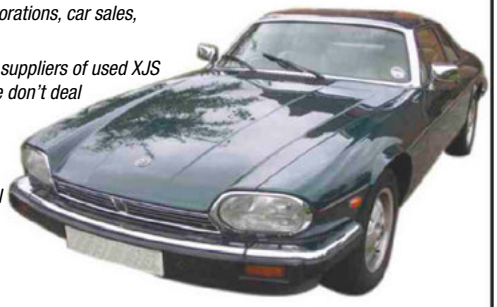
However, if this problem has occurred suddenly, I suspect it will either by a clutch or gear linkage issue, assuming it does have oil in the gearbox!

Obviously therefore check the oil level and adjust if necessary. Then if needs be, have someone operate the gears whilst you look from underneath the car to see if there is any play or slack in the system from degraded gear lever plate mount bushes, and/or the gear lever to select rod bush. Check the clutch damper unit, the round disc like unit that fits in the pipework from the master to slave cylinder. When this fails it will cause all sorts of odd faults, so this could be the problem.



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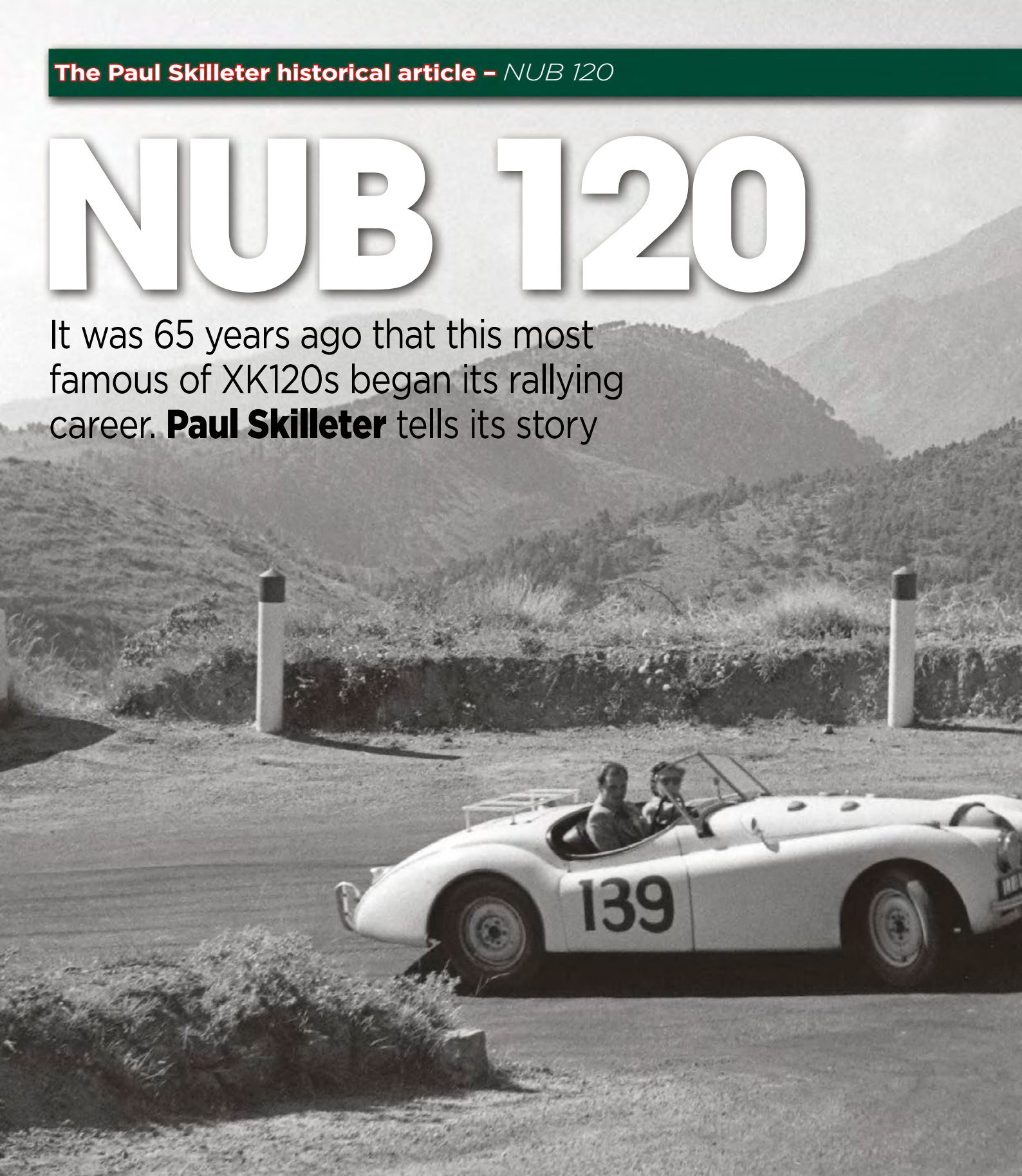


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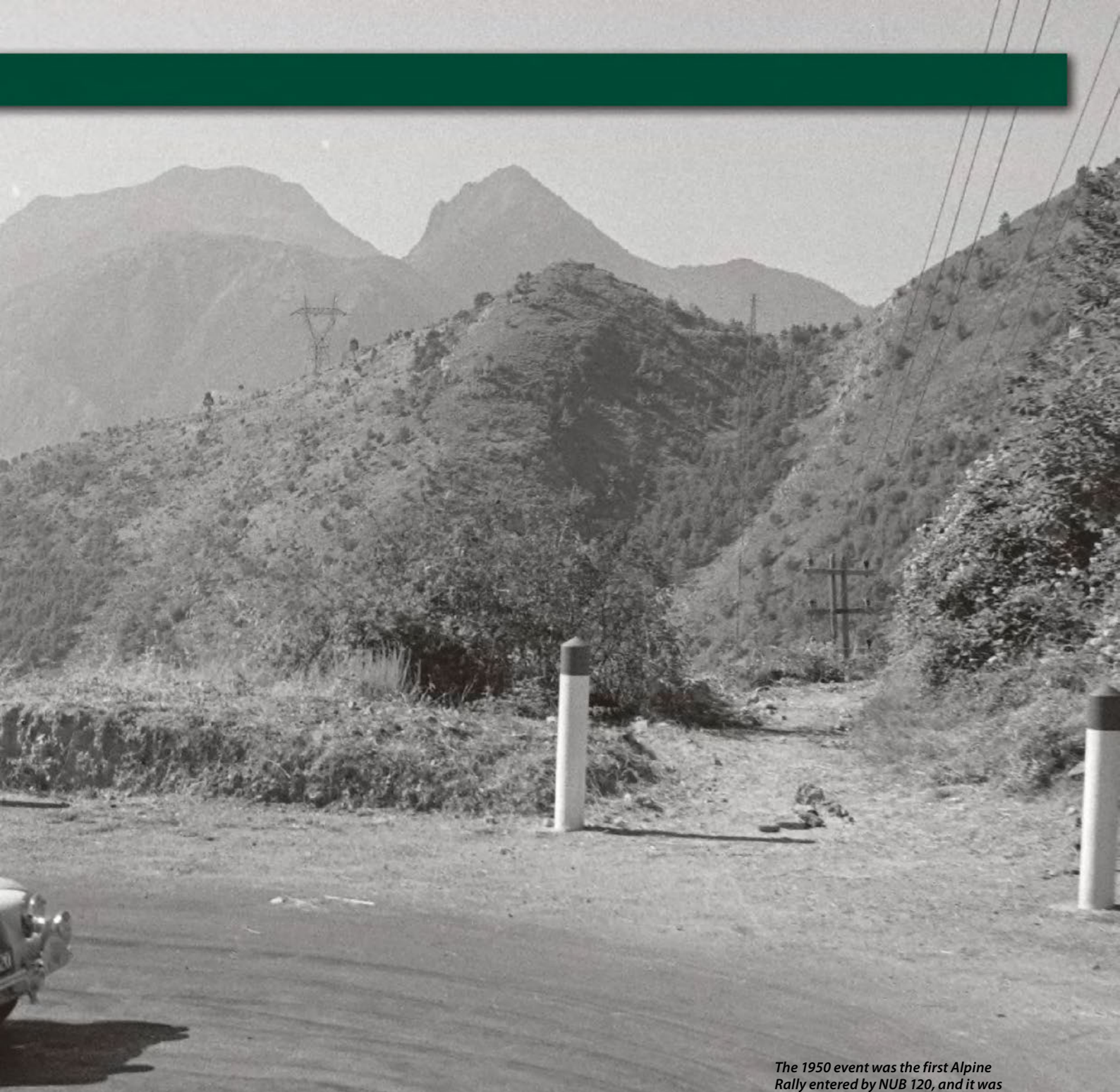
NUB 120

It was 65 years ago that this most famous of XK120s began its rallying career. **Paul Skilleter** tells its story



Jaguar had launched its XK120 in 1949 but although it had won a production car race at Silverstone that year, and achieved over 130mph at Jabbeke, it took NUB 120's performances in international rallies to prove that the new sports car really did have the speed and durability to excel in real-world conditions. As *The Motor* **magazine wrote at the time, NUB 120 proved that "The XK120 can go fast in confined quarters and withstand more punishment than any ordinary driver is likely to be able to mete out to it... To score successes in an Alpine a good power to weight ratio is needed, backed up by good controllability, powerful brakes and reliability which permits maintenance work to be forgotten for 2000 very hard miles."**

In the 1950s, rallies like the Tulip and Alpine were accorded massive coverage by the press, which included the daily papers, and manufacturers fell over themselves to achieve good results – which they then trumpeted widely to the public through advertisements. So no wonder Jaguar were receptive to a credible rally driver who wanted to enter



The 1950 event was the first Alpine Rally entered by NUB 120, and it was completed without loss of marks. Photo: Jean Sejnost/Paul Skilleter archives.

an XK120 in the major European events.

Ian Appleyard certainly had credibility. Using two different SS100s, he had gained impressive results in the 1947 and 1948 International Alpine Trials. In the latter event he actually made best performance overall, despite LNW 100 (49010) being a very dated pre-war design. Using the same car he also achieved a class win and second overall in the 1949 Tulip Rally; whether the fact that Ian also happened to be engaged to William Lyons' elder daughter Patricia may or may not have further influenced Jaguar to respond sympathetically!

Anyway, the 26-year-old, whose family owned the Appleyards of Leeds dealership, was fortunate enough to obtain one of just six XK120s allocated early in 1950 by Jaguar to selected private owners in the UK who were deemed likely to produce good results in competition. All the cars were right hand drive, with Appleyard's having a completion date of 1st March 1950; one of the 240 aluminium-bodied cars built, its chassis number was 660044, engine no. W 1148-8, and registered NUB 120 it was delivered to Appleyards of Leeds Ltd on 12th April. Privileged indeed were these six owners: almost all other early XK 120s were exported and in 1950 only a handful remained in the UK.



Another clean sheet was achieved in the 1951 Rallye des Alpes. *Photo: Jean Sejnost/Paul Skilleter archives.*

Ian Appleyard might well have contested the 1949 Alpine in an XK120, except that the slow build rate of these cars, with their hand-assembled ash frame bodies, meant that too few had been produced to qualify them as production cars under the organising club's definition. As it was, NUB 120 arrived only just in time for Ian and Pat to contest the 1950 International Tulip Rally. They had chosen Glasgow as their starting point for the 2,000 mile event, and NUB 120 was the only XK running, emphasising the rarity of the new car.

Despite having had minimal time to test the car and make adjustments, the couple arrived at the finish ready for the final test having put up the best time out of 300+ competitors. "But then came bitter disappointment", Ian later recounted. "I had apparently incurred a heavy penalty for failing to get my front wheels properly over one of the white lines in the test – a matter of two inches!"

All this did, however, was to harden Ian's resolve to achieve even greater perfection, and in their second event with NUB, the Morecombe Rally, he and Pat put up the best performance by a production car. This boded well for the all-important Alpine Trial, by which time Pat had become Ian's wife as they had married in May 1950 – mainly because, Pat says, so they could co-habit on such rallies without eyebrows being raised... They had met in 1948 and, explains Pat, "I was very keen to get into rallying, and it was so different in those days – girls had to have a bloke to hang on to. But in the early days, in club events up in the Welsh hills, I remember being thoroughly miserable and I was always sick. But I'd just met Ian and was still very enthusiastic."

The 1950 Alpine Trial started from Marseilles on the evening of 15th July, with NUB 120 amongst 98 starters and 38 different makes. Six stages were involved, the longest being 450 miles, and at sections within the stages were controls where a leeway of only two minutes from the set time was allowed. This meant highly accurate navigation on the part of the navigator, but fortunately Pat excelled with maps and stop-watches. Average speeds ranged from 37½ mph over the mountains (which may seem slow until you've tried it!) to nearly 70mph over the fast roads in northern Italy. No allowances were made for maintenance or refuelling stops, which increased the true average speed required dramatically.

At the start of each day, just five minutes were allowed for the crew to stow luggage, start the car and get to the start line. There were special timed sections and hill climbs, and one extraordinary feature of the Alpine was a Flying Kilometre special test. Recorded Ian, "In a typically Italian way the road was open to normal traffic going in both directions and the competing Rally cars, travelling at their maximum speeds, hurtled in and out amongst them." The mind boggles...

Pat remembers that first Alpine well. "On the first night I was almost unconscious at the end of the first stage as we were getting some awful exhaust fumes. I was terribly sick and in fact I think a doctor said I was suffering from carbon monoxide poisoning. If



Ian and Pat Appleyard, together with NUB 120, were virtually in a class of their own in the early 1950s. Here they consult during the 1952 'Alpine'. *Photo: Jean Sejnost/Paul Skilleter archives.*

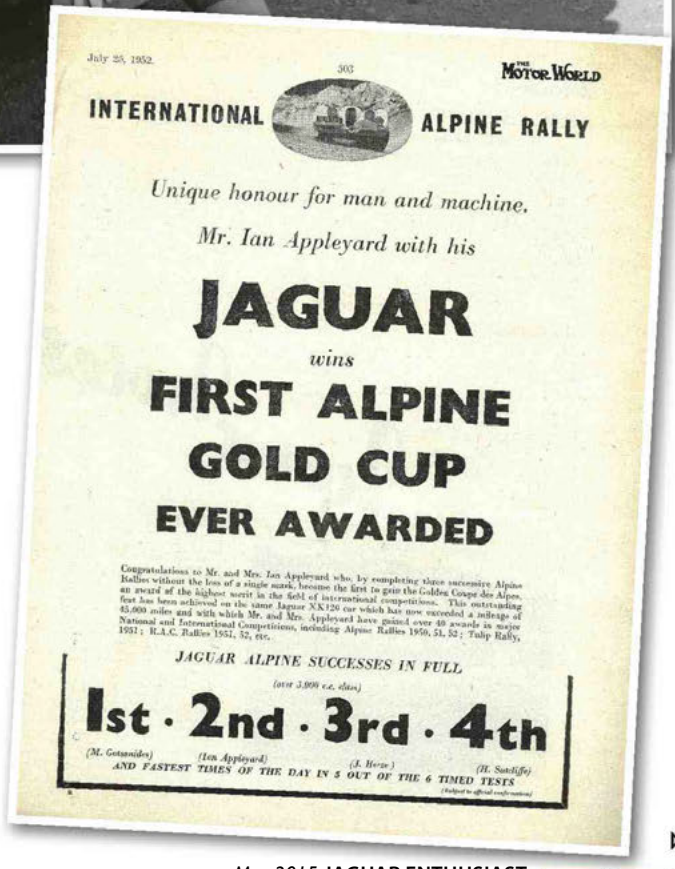
I remember rightly we put a temporary thing on the exhaust to take the fumes around the side - they'd been coming in over the back."

NUB 120's first Alpine Rally was not without incident, as there were problems with fuel starvation (resulting in hastily-added bonnet louvres) and a jammed first gear, but car and crew did not fail to arrive at the finish in Cannes exactly on time. Over the preceding week they had lost no marks, therefore gaining a Coupé des Alpes along with 11 other trophies, and were first in the General Classification. It was a superb result, and a complete vindication of Jaguar's faith in the Appleyards.

After three lower-key UK events, NUB 120 was prepared for the 1951 international season. Again, major successes were achieved, Ian and Pat making Best Performance in the 'Tulip', and once more completed the Alpine Rally with no loss of marks. At home, they won the Morecombe Rally, and made Best Performance in the increasingly important RAC Rally Of Great Britain. Then Pat herself took the wheel for the Lakeland Rally, and came away with a Ladies' Prize.

This sort of success was hard-earned, as quite apart from the skill of the crew, it was much preparation and thought which brought the results. Said Ian in an interview

A third penalty-free run in the 1952 Alpine Rally gained the Appleyards the first Alpine Gold Cup ever awarded, an achievement Jaguar made sure the world knew about.



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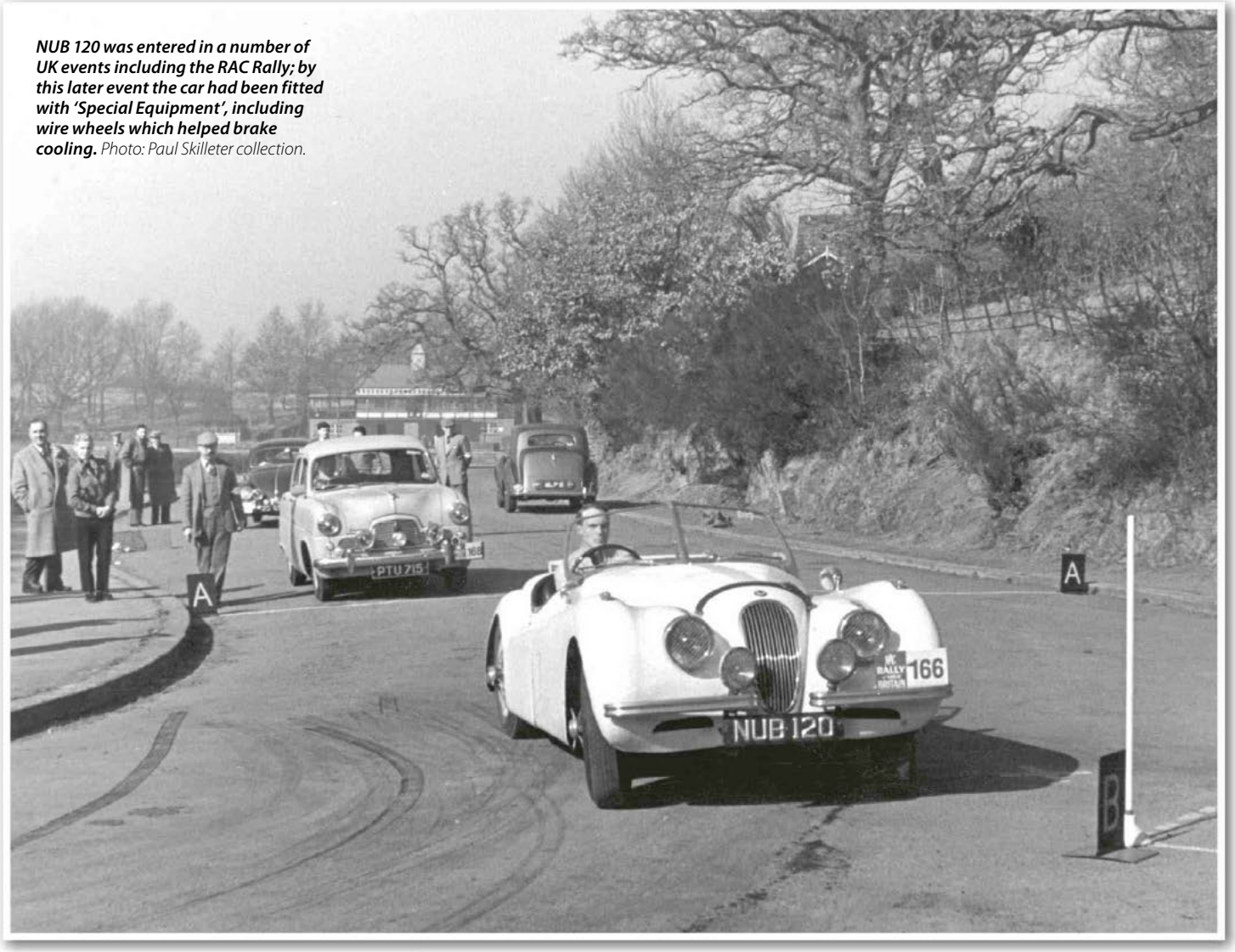
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NUB 120 was entered in a number of UK events including the RAC Rally; by this later event the car had been fitted with 'Special Equipment', including wire wheels which helped brake cooling. *Photo: Paul Skilleter collection.*

with Don Law:" I spent hours thinking out the possible problems we could encounter and making necessary preparations and improvements. I also used to practise changing wheels, adjusting the brakes, etc.

"I spent hours organising things prior to the event. Like, for example, one night I sat thinking about the louvred bonnet. Sometimes in Parc Ferme the car would be parked facing downhill, and I thought that, if it rained, the plug well could fill up with water. I made a special tonneau cover for the bonnet to stop the water getting in. On one event I jacked up the car with the proper jack to adjust the brakes. It was on the Tulip and the jack sank into the tarmac and skewered the car solid. I ran up the road to a lorry park and brought back eight burly lorry drivers to lift the car up.

"At home after the rally I played around with several jacks until I found the right one with a long handle, which I placed under the front wishbone and, with two turns, the wheel was off the ground. There were about twenty XK120s on one event we did, but most of them didn't have a clue. It was our pre-event preparation which was to help us gain our results."

Even by 1952 and into its third season of rallying, the faithful NUB 120 was deemed



Ian Appleyard photographed in NUB 120 during the 1970s and evidently remembering the thousands of miles he drove in the car. *Photo: Paul Skilleter collection.*

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XK2-66A	Set of Rods for Tray		£35.41
XK2-47	Rear Wheel Arch Spat		£787.32
XK2-58	Front of Boot		£88.54
XK2-62	Boot Hinge Panel (All 120)		£137.71
XK2-65	Spare Wheel Tray (All 120)		£140.84

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	XK140		
T-C 17/2	Rear Seat Covers	Pair	£189.77
T-C 17/9	Rear Wheel Arch Covers	Pair	£76.62
XK4-71	Petrol Filler Box (All 140)		£98.36
XK4-78	Spare Wheel Tray		£271.66
XK4-87	Wing Support Plate		£78.70
XK4-92	Fog Lamp Brackets		£49.19
XK4-41	Sill Panel		£171.00
XK4-53	Front of Rear Wing Repair		£334.44
XK4-16	Wing Vent Box		£78.70
	XK150 DHC		
TC20/6	Dash Trim Kit (Facia, Crash Rolls and Pipings)	Set	£204.37
TC20/27	Door Armrests	Pair	£147.58
	XK150 FHC		
TC19/12	Boot Lid Trim Panel	1 Off	£80.28
TC19/14	Headlining Kit	1 Off	£211.68
	XK150		
XK5-12	Front Number Plate Panel		£78.70
XK5-31	Bulkhead Splash Panel		£74.75

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highly competitive, including for the Alpine Rally – though it was another XK120, that of Maurice Gatsonides, which finished ahead of the Appleyards in the General Classification this time. However, NUB 120 again finished unpenalised, a remarkable feat which resulted in Ian and Pat being awarded the first-ever Alpine Gold Cup, for three consecutive penalty-free runs. NUB did not run in the 'Tulip' for the simple reason that the Appleyards had adopted the Mark VII for this event.

Finally, in 1953 a new XK120 (661071) was prepared; registered RUB 120, this was a steel-bodied open two-seater. But NUB 120 was to have a final fling, in March when Ian and Pat contested the RAC Rally – and came away first in the General Classification! As for RUB 120, this gave its crew a fourth Coupé des Alpes, and the car ended its days with a drophead coupé body fitted by Ian for the Viking Rally (661071 was broken up in the 1960s but its original roadster body survives).

The 1953 season was the Appleyards' last, and only occasionally was Ian to be seen behind the wheel of a rally car thereafter, devoting his time to the family business. NUB 120 was retired and eventually was returned to Jaguar, when it was mostly kept in the showroom at Browns Lane, although was later displayed for a number of years in the National Motor Museum at Beaulieu in the New Forest. From the 1970s it became increasingly used for press gatherings and shows, then more recently it appeared many times in the Mille Miglia retrospective.

Fortunately Jaguar and the JDHT have acknowledged in the last few years that the old warrior, which has never been restored, should no longer be exposed to the dangers posed by semi-competitive events. Its irreplaceable originality is now more safely preserved but NUB 120 is far from a museum piece and is often seen out and about, to remind of us a time when a Jaguar was at the top of European rallying.



NUB 120's cockpit in its original form, photographed in 1985 before it was partially re-trimmed. *Photo: Paul Skilleter.*



Ian Appleyard died some years ago but Pat, who divorced and remarried, is still very much with us and farms in Gloucestershire. She is pictured here with her son Michael Quinn. *Photo: Paul Skilleter.*

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XJ Revisited

The Editor considers the benefits and deficiencies of the New XJ in diesel form.

As many regular readers will know, I have owned an early X-350 3.5 litre V8 petrol XJ for eleven years now, something close to the longest I have owned a single car in my life. Not only is the car one of many Jaguars that have passed through my hands since a teenager, but this one also has the privilege of being the car I have covered the highest mileage in, to date 230,000 miles. Because of that I consider it to be the best Jaguar I have owned so far and certainly one of the best saloons Jaguar have produced.

So why am I singing the praises of the X-350 so much, yet reporting here on the successor to that car the X-351 (or New XJ as Jaguar used to call it)?

The X-350 has served me well and still behaves itself but, as the mileage signifies, I do a lot of miles and recently that mileage has increased with a grandson we look after at least once a week and another new grandson in deepest Hampshire necessitating regular family visits. The combination of those factors means more miles, more exposure of the car to wear and tear and not least extra costs in fuel.

Fuel is at the heart of the matter and although I have always found the XJ quite frugal by large V8 engined car standards (regularly obtaining 30mpg on a run), after assessing my mileage and fuel costs over the years, there is no doubt that I could have saved a lot of money using either a smaller, more economical car, OR moving over to a diesel variant.

I have never been a lover of the diesel engine. After experiences in a previous life with company car Ford Sierra diesel estates that were powered by a rather archaic, heavy, noisy, agricultural Peugeot engine and suffering the noxious fumes and black smoke emitting from many high mileage cars, vans, trucks and buses, it has never been anything I have ever contemplated again.

However, after driving several diesel engined Jaguars on test in recent years, I have come to realise that there is more to them than just a heavy oil-burner. Having



also liked the look and feel of the New XJ since it was released in 2009, I thought it was time to re-evaluate the car if ever I was thinking of moving on from my X-350. Hence Jaguar's PR were willing to supply me with such a car for a period of eight days up to Easter.

The car

The one Jaguar provided was not exactly the car I would or could buy because I see little need for a long wheelbase Ultimate model, but it did have the 3.0 litre twin-turbo diesel engine which is really what this was all about.

For the benefit of readers who may not be aware, the Ultimate model is the top top-of-the-range XJ. With the benefit of the longer wheelbase, the car is fitted out with individual rear seating with powered adjustment, heated, cooling and even massaging. The cosseted rear seat occupants also get footrests, individual business tables, window blinds and TV/DVD screens plus a rear multi-media system, all operated by a remote control. If that wasn't enough there is an intercom system between the front and rear compartments - what more could you want?



The 3.0 litre Gen III diesel engine is a masterpiece and according to reports is exceptionally reliable in service.

Some comparative facts

Some direct comparisons between the 3.5 litre V8 petrol X-350 and the 3.0 litre V6 diesel X-351:-

	X-350	X-351 LWB	X-351 SWB
Overall length (mm)	5090	5247	5122
Overall width (mm)	2108	2110	2110
Weight (kg)	1813	1796	1615
Emissions	254	189	184
Brake Horse Power	262	271	271
0 to 60mph (seconds)	7.1	6.2	6.2



The now 'corporate' frontal styling the XJ followed the XF and is now followed by the XE.

First impressions

Each subsequent XJ I have owned seemed to be larger than the last and certainly the New XJ looks, feels and is physically bigger than my X-350.

Apart from the obvious fact that there is incredibly more room in the rear compartment, for the driver and front seat passenger there is also more legroom, although it feels small because of the



The well balanced proportions of the XJ styling come off at their best in long wheelbase form.



A fair comparison and the New XJ does make the X-350 look old now but it's still a very nice car.

enormous centre console that sought of dominates the interior. The steering wheel is a little smaller yet dominates the driver position and generally the interior gives an air of quality, if a little 'bling' with all that chrome.



The central console certainly dominates the front interior but has some useful features and storage spaces. All the controls operate smoothly and have a quality feel to them and the clock is much 'classier' than the one in the X-350.



Beautifully fitted out in the rear compartment but visibility is somewhat marred for the driver!

Upon start-up you can't ignore the fact that this is a diesel from the noise and the vibration through the body. This model has the fairly new 8-speed gearbox operated via the now usual Jaguardrive system and much of the under-pinnings are very similar to the previous XJ.

On moving off it still feels like a bigger car and visibility is not its best point. Forward and side vision is good, but with the heavily tinted rear door windows and screen rearward visibility is somewhat impaired. This is heightened by the fact that because of the severe slope of the roof, the height of the rear seat back/headrests and the shallowness of the rear screen, visibility overall is not a patch on the X-350.

On the road the noise of the diesel was still obviously present, greater than I would have expected and liked. Having been used to driving so many XJs over the years with silky smooth V8s and V12s, this was something of a disappointment. I also found the 8-speed gearbox to be not as smooth as my own 6-speed ZF but of course, I was borrowing a car that had covered nearly 17,000 miles already in various hands, and these days



An impressive if a little bland rear style for the XJ but it is instantly recognisable.

these 'intelligent' gearboxes do tend to adjust to the driver, so more on this later.

10 days and 1500 miles later

It was not my intention to mess around but to use the car in exactly the same way I would use my own XJ. That would cover a wide range of motoring from long distance motorway cruising to local shopping exploits, and include holiday trips over Easter.

As the car was delivered to the Jaguar Castle Bromwich Visitors Centre in Birmingham to coincide with our V12 engine seminar, my first journey was around Birmingham and Coventry on various errands prior to the seminar. Despite some heavy traffic and regular stop/starts, the fuel consumption looked very promising at 36mpg. I think that is pretty close to the very best figure I ever achieved with my X-350 on a long late night non-stop,

Below: A very stylish car that stands out from the crowd and certainly can't be confused with contemporary models from other manufacturers.



The female perspective

Over to the opinions of my wife Pauline (who has virtually travelled as much in our X-350 as I have) and long-term friend Jill Smith (wife of member Ian, both of whom enjoyed a couple of days out over Easter in the car).

The ladies both liked the impressive legroom and comfort of the rear seating. Pauline thought the seating was harder and therefore not quite as comfortable as our own car. Both however felt the seats were well supportive and with the benefit of so much control over positioning, lumber, bolster and squab support, once they got used to all the buttons and switches, ideal seating positions could be found. A big plus was the massaging features along with heating and cooling. As Jill said "It's really nice to be driven along in such comfort with great back support and having it massaged at the same time - bliss!"

There were so many controls for seating, air conditioning, audio and visual, that it was difficult to understand and comprehend it all. Also with this car having the TV/DVD screens as well as the business tables (we used to call these picnic tables!), it was all a bit overpowering. Probably great for a businessman or a government official, but too much for the average female passenger! The tables incidentally were never in the right position to make proper use of them, some aspects of which were dependent on the front seat positioning.



Jill Smith (foreground) and Pauline Thorley sampling the delights of the Ultimate's luxury interior.

Overall, a really comfortable car to be driven in, easy to enter and exit, plenty of space and storage, and a great ride.



Those beautifully sculptured rear lights must be a 'signature' feature that will be seen on future new XJs.



A good useful boot in the New XJ which has a capacity of 520 litres, 50 litres MORE than the X-350.



A very high standard of quality to the interior, although some may not like the 'bling' of all that chrome!

traffic free drive back from the south.

The next trip was the return home to Yorkshire after the seminar, a distance of something like 100 miles covering some fast motorway cruising and some local roads; the net result being an astonishing 45mpg average.

So far so good although I still couldn't get away from the fact that the diesel engine always made itself known unless you were at steady cruising speeds. Road noise was a little greater and I was surprised at the wind noise coming from the twin sunroofs, although to be fair it was fairly windy at the time.

Apart from the initially astonishing fuel consumption the other surprise was the incredible torque from the engine. This car with very little persuasion could rocket up the mph. Within the first few days I came to the conclusion that I couldn't understand why any normal driver would want to buy a 5.0 litre petrol engined XJ. The two cars (compared with my 3.5 litre petrol engine car) are remarkably similar in brake horse power, but the diesel torque is far superior. The 3.0 litre diesel met and exceeded all one's expectations for general performance. Yes overall more noisy than an equivalent petrol engine but nicely throaty under power but relaxingly quiet once wound up to cruising speed.

One of the most interesting aspects of the performance was the revs in relation to speed. On the motorway at a steady 75mph, the engine was turning over at less than 1500rpm, a quite astonishingly relaxed engine.

Amazingly the fuel consumption dipped and peaked, yet in every way, exceeded what I expected. For example, even during extended city driving and stop starts from cold, I couldn't get it to drop below an average of 34mpg. The worst consumption came on a single cold-start run in traffic and congestion for about 12 miles, that came out at 28mph, yet within another 20 miles it levelled off at an average of 34mpg. With the performance and economy now a given what of the other motion aspect of the car, handling? Well this is a big car and you can't help but know you are driving a long wheelbase example. Although it doesn't wallow, and it certainly will handle well around bends, it didn't initially feel as confident as my own short wheelbase XJ. However, you can't knock the handling capabilities for such a large car, but, read on later. Then there is the steering and brakes. With the smaller steering wheel you feel in control and the car is without doubt a 'point and squirt' performer with excellent response and feel. As for the brakes they are magnificent, controllable and with wonderful feel. I can't speak too highly of these pointers.

Coming down to comfort and interior ambience, this is a real car of quality. With endless options of seat adjustment, particularly with the side bolster adjustment, I found what for me was the perfect seating position. For rear seat passengers the same applied with incredible control over all aspects of adjustment (and of course legroom). Many people have adversely commented on rear seat headroom, perhaps a common problem with the current fashionable crop of coupe styled saloons. I sat in the back on a couple of occasions and I gave a lift to several people including two quite tall individuals and that included our own Club PR Manager, Tony Ridge, who has great difficulty in finding many seats comfortable. We all experienced no headroom problems or made reference to headroom, entry or exit problems.

I have to say that I am not a lover of the trend to privacy glass and with a black car exterior and black interior, it didn't look right and made for a very 'dim' back seat area. No-one who travelled in the rear compartment liked it.

All the controls are easy to hand and logical. One gets used to the digital instrumentation and the touchscreen is easy to navigate although I can't say the same for the sat nav system. Despite all the development over the years, I have never found a sat nav system to beat the



The Ultimate interior with individual rear seats, business tables and screens are just part of the comprehensive package for this model.

Trafficmaster Smartnav system I had fitted to my car some years ago. After extensive use of the one in this XJ, it was of little serious assistance, particularly with Bank Holiday traffic problems. The trouble with the New XJ system is that it seems to work totally illogically and never once achieved the results on known routes that my own system (or my common sense) did. Disappointing from an expensive and sophisticated car these days.

Referring back to visibility this car had a reverse camera which really because of the lack of site at the rear, was vital. Being such a big car it isn't easily manoeuvrable in tight car parks and the extra length of the long wheelbase can produce embarrassing situations with overhang in some parking slots.

Stylistically I have always liked the XJ since the very first time I saw it in the preview with Jaguar Cars. Although the XF followed the basic styling culture as the XJ, in my opinion that design needs the extra bulk and length of the XJ to show off its best. Indeed although I am not a lover of the long wheelbase, there is little doubt that the design comes off even better with the extra length.

Conclusions

I covered a total of 1383 miles so let's review the outcome of the drivability. In the end, and after finally returning to my own X-350, I found the best attribute of my 'old' car was the smoothness and quietness of the engine. On cold start-up and under even quite light acceleration, the old AJ-V8 engine surpassed the diesel by some margin.

On the other hand the plus points of the 3.0 litre diesel were the torque of the engine, the amazingly light and controllable brakes, the superior (not so soft) ride and the slightly lighter but more positive steering.

One thing which improved the more I used the car but still didn't quite match the X-350 was in the smoothness of the gearbox changes. Despite this being an 8-speed (compared to my 6-speed), the moment I started driving my own car again, I confirmed how smooth my own car was.

However the one thing that sparked off this comparison in the first place and the biggest benefit to me if I change, was the fuel consumption. A best one-day fuel consumption average of 45.2mpg, says a lot for the car and when I tot up the total mileage for the whole week and average out the fuel consumption it makes for a healthy outcome of 38.7mpg. This is an excellent figure, particularly when taking into account the size and overall weight of the car.

But one has to consider that diesel is a dearer fuel to buy than petrol so that has to be taken into consideration. Diesel works out on average at 6p per litre more expensive so to get a fairer comparison, after covering so many miles in my own car, I estimated that those same journeys would have resulted in around 28mpg average in my car. So, taking those figures into the equation, the results were:-

Total cost of diesel consumed £207.73

Total cost of equivalent petrol £273.68

A net saving of £66.36

The cost saving per mile would equate to .5p. or .50p. per gallon. On that basis the saving for me is worthwhile.

However, being realistic, for me there are other indirect costs to consider, disregarding of course, the cost of actually buying another car. Let's take road tax, for example. Taking out the initial Showroom Tax as I wouldn't buy a ne car anyway,, on an ongoing basis an XJ 3.0 litre diesel costs £265 per annum to tax in the UK. Interesting my own petrol XJ costs £285 to tax, so another £20 saving there.

There are maintenance costs. Well talking to XJK, the independent Jaguar specialists in Staffordshire who look after a lot of X-350s and X-351s, there is little difference in regular servicing costs and parts. Indeed from my point of view, one could argue that maintenance for some time might work out cheaper as a newer, lower mileage car, is (probably) likely to cost less.

The final element of cost is insurance and that makes a big difference. I use one of the Club's schemes through Peter James and as my X-350 is now over ten years old, they class it as a cherished classic, therefore at a very reasonable cost, as part of my car 'fleet'. By moving on to an X-351, this would fall into the category of a modern car and a more expensive one at that, so a several hundred pounds difference in annual premium. Not encouraging!

However, if I conservatively average out my annual mileage to 20,000 and the saving of .5p. per mile from using diesel fuel, it is clear that even taking into consideration the massive increase in insurance, I would still be several hundred pounds better off each year.

So, for me, although the jury is still out because I am so attached to the X-350, I am seriously thinking about the future and taking on a New XJ (but not a brand new one).

The New XJ is a fabulous car deserving of its heritage and parentage in the name. In one respect it's a shame that the market place for these large prestige cars is diminishing year on year. That doesn't just apply to the XJ, but also cars like the Mercedes S Class, BMW 7 Series and Lexus LS. With cars like the XF offering less size and a smaller price tag with just as many features and marginally better drivability, why does anyone need a bigger car? The upside of this for people like me and I hope many other Club members, is that depreciation being the killer for this type of car, makes them more affordable now. Watch this space.



The digital 'virtual' instrumentation takes a bit of getting used to, particularly as displays change according to what is happening. For instance the rev counter changes to a read out for important messages and the fuel/temp gauges change to sat nav read-outs when in use.

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Mark VII/VIII/IX Forum

Grace, Space and Pace...

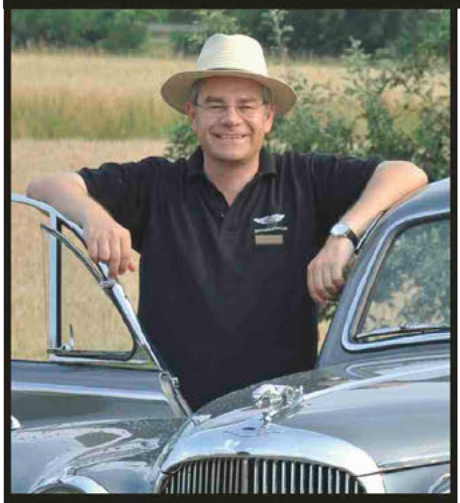
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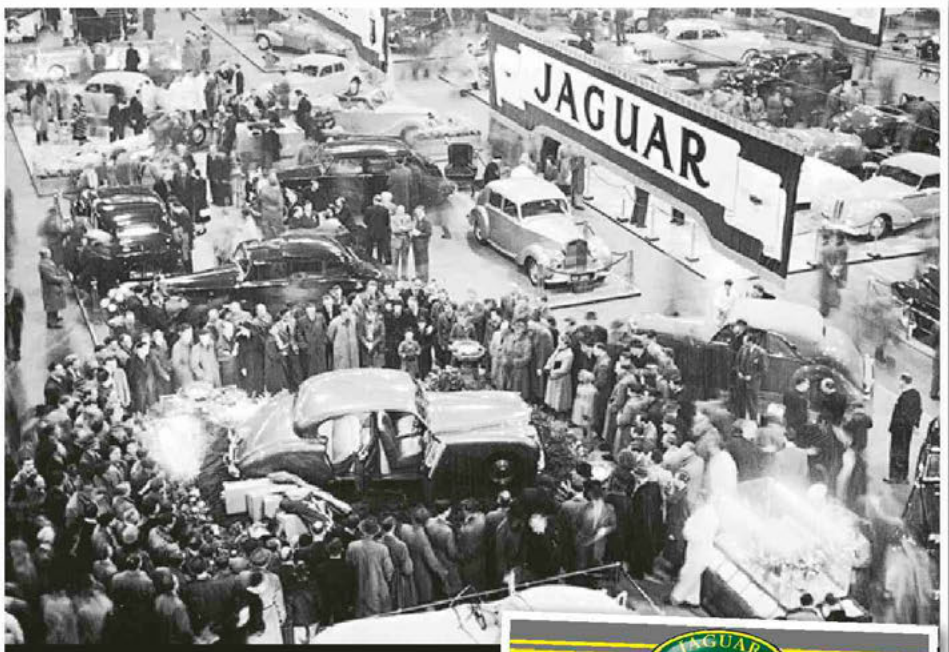
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A good news year for the Mark VII



The latest news on these fine flagship Jaguar saloons from **Joachim Lausmann.**



The 1950 British Motor Show where Jaguar displayed the Mark VII for the first time.

It's going to be a great year for our cars in 2015. In particular it is the 65th anniversary of the launch of the Mark VII at the London Motor Show at Earls Court in 1950.

Because of this we are organising a very special get-together of Mark VII to IX models to celebrate this occasion. All owners and lovers of these beautiful saloons should attend, it doesn't matter if you currently don't own such a model, own one but can't bring it along because of restoration work or whatever, we just want to see you there, with or without your car. However, if you do have a Mark VII, VIIM, VIII, VIIIB or IX, then please do your best to bring it along so we can create an incredible display to celebration 2015.

The date is Sunday 23rd August, the venue the historic Brooklands motoring centre in Surrey, coinciding with the Club's national rally at that venue at the same time.

I will mention again the fact that I managed to get nineteen examples of these cars together in Germany last year so I can't see any reason why we can't easily exceed that number in the UK in August, in the country where the cars were made. We tend to see few of the cars at events these days, but now is the time to bring them out and enjoy them.

So, if you own a car or know of someone who does, even if they are not a member of the Jaguar Enthusiasts' Club, we want them to bring their Mark VII to IX models along to Brooklands in August. Please

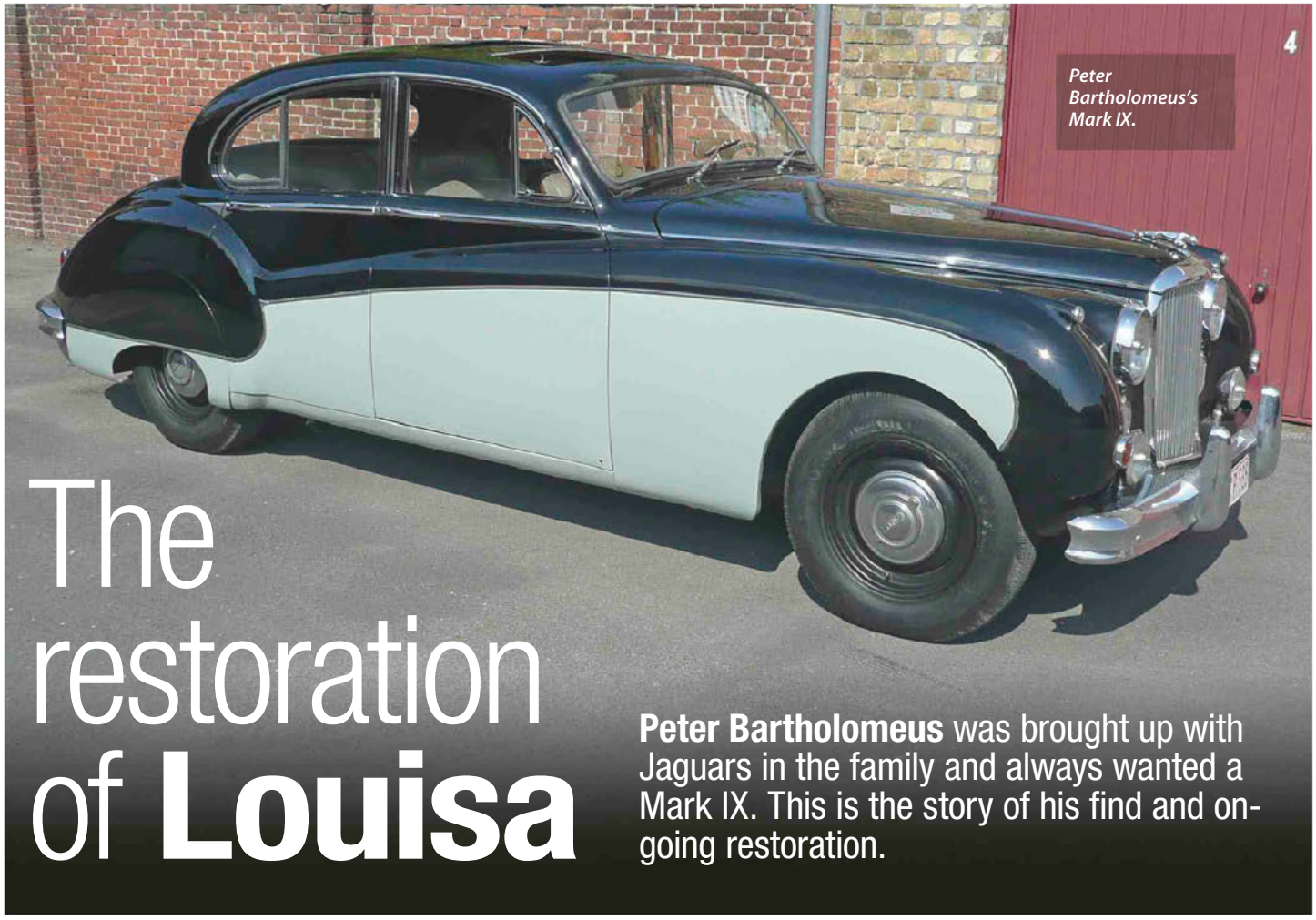


do your level best to help us achieve an incredible display on this occasion.

In celebration of these saloons our Editor Nigel Thorley, has agreed that we can have a special magazine issue this year for the Mark VII to IX models, so I have been building up interesting articles on the cars and I hope other contributors will help to raise awareness of our cars. Nigel plans this issue to be the June magazine, so look out for extensive coverage on the Mark VII to IX cars next month.



The car that started it all off for our range of models, the Mark VII.



Peter Bartholomeus's Mark IX.

The restoration of **Louisa**

Peter Bartholomeus was brought up with Jaguars in the family and always wanted a Mark IX. This is the story of his find and on-going restoration.

My first memory of a Jaguar must have been at the age of one, two or three. My dad bought a Mark IX in two tone grey, with red leather interior and a manual gearbox, his first Jaguar. We used the car travelling for several years in the 1960s through Europe towing our De Reu caravan (a Belgian manufacturer from Madegem). As time went by somehow the engine broke down and had to be replaced, and then my father put the car in storage in a carpet factory.

Eventually someone spotted it and I believe it was sold in around 1973. I remember it was a particularly sad day for me when the car was trailered out of the storage. The car was for several years my little playground!

After the Mark IX my father bought a Mark X, and then a Jaguar 420G, a Daimler Sovereign Series 2, XJS, and an XKR, so it was obvious that I would get the 'bug' myself. My first Jaguar was a 1997 XJ Sport that I acquired in 1999.

I decided at the end of the 1990s that I wanted a Mark IX, especially a left hand drive car with a manual/overdrive gearbox. I started looking in earnest and the internet provides an ideal opportunity to scan cars available around the world, in fact all the countries where you could possibly find a left hand drive example. However, I soon found that it wasn't that easy. Lots of cars appeared but most had an automatic transmission, or were in very poor condition and many of these literally miles away.

Because of all these issues I changed my mind and in 2003 bought a 1987 XJ-SC through eBay. It turned out to be a lovely car and I still own it but it wasn't a Mark IX. I therefore tried something new, actually advertising to buy such a car in the hope that someone out there would identify with me and either have, or know of such a car.

Mark IX acquisition

Suddenly in 2007 I got a telephone call from someone who had a friend in Belgium who had a Mark IX in his barn, only about 80km from my home town. I thought I was dreaming, so on same day I went to view the car. When I arrived at Jean's place I found an older chap who was a retired garage owner from Brussels. He had several cars in his barn, Jaguars, Citroens, Fords and some



An aged picture of Peter's Mark IX taken a long time before he acquired the car.

American cars. In the back there was the Mark IX covered in dust but in good order. My biggest surprise was that the car had a manual gearbox with overdrive. Ok, the colours were not what I had in mind, but the basics were there. Also the car had its history.

It was delivered new in Belgium to the Belgian Motor Company in Brussels on 29th May 1959. First registration then on 8th July 1959 in Luxembourg with the registration number 288, to a Mr Lykiardopoulo, a member of the République Hellénique GECA delegation. I believe he kept the car until 1966. After that the car changed hands several times in 1969, 1973, 1987, 1997 and finally to me in 2007. From the history it appears that by 1987 there had been a lot of mechanical repairs carried out to the car to keep it in good order.

I believe somewhere in the interim years there was a repaint after an accident, but the exterior was now requiring a cosmetic upgrade. Also the interior had suffered, the carpets, headlining and even the boot flooring was badly worn. However the leather and woodwork were in good shape.

So after some time of reflection I bought the car and I applied to the Jaguar Daimler Heritage Trust for a Heritage Certificate which confirmed all the correct chassis, body and gearbox numbers.

My friend and Jaguar technical expert Christian transported the car to his garage for the Belgian technical inspection which he felt was best done before any work was carried out. He didn't need to do a lot to the car, cleaning the fuel pump, fresh oil, new spark plugs and a brake overhaul. The car readied for use on the Belgium roads, re-registered and all was well.

However I was already starting to think about a restoration to bring Louisa (the name I had given the car) back to its former glory. My grandmother's name was Louisa and I remember her telling me that the seats of my father's Mark IX were better than her seats at home. Also my wife's grandmother's sister was named Louisa and we live in a house where she lived in the 1920s, so those are the reasons for naming the Mark IX.

I was very pleased to find on the internet a lot of items needed for the interior (head lining, carpet, sound proofing kit, boot interior, under dash panels, post trims, seals) and body sections for the exterior restoration work. In 2009 I found a garage owner in my home town that had the capacity and interest to fix the poor exterior areas of the body. Unfortunately this took a long time, but as I was busy with work, I didn't complain. In 2010 the car was back in its garage and I started stripping it in readiness for paintwork. Regrettably this also took some time, but patience is a virtue.

At the time of writing the car is back home and I'm starting to put it back together. I can't wait to get it back on the road. When I bought the car I intended to work on with my father but sadly he passed away in May last year. But in his memory I will proceed to finish the work and hopefully, in the not too distant future, be able to compete in European rallies with the car in his honour and with other Mark VII/VIII/IX friends.



The engine was in fine condition once the fluids and service items had been changed.



The inevitable bodywork restoration taking place.



Peter's Louisa.



A very original interior to Peter's car.

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Racking up the miles



Steve Cocks reports on his latest X-type that has covered 13,000 miles since September

It's amazing to think I have covered that mileage in such short a time. So it was that I took it to H A Fox in Southampton for an interim service and for some minor issues to be investigated. These were:-

An intermittent fault with the rear parking sensors (they would detect non-existent objects) that would happen about once a month.

The key fob lock button would not always function on the first touch.

The 'See you home' headlamp function was inoperative.

The driver's door window lift switch pack; the one-touch function was not operational on the right rear window.

The Jaguar extended warranty has certainly come up trumps and the reverse parking sensor module, the window lift switch pack and both key fobs are due to be replaced in a couple of weeks time (hopefully done by the time you read this).

I was due to go and see the new Jaguar XE but when the venue was moved to a more distant location AND I discovered there were no cars that could be driven, I decided to wait until a later date! However, conversations Nigel Thorley and I have had with different Jaguar dealers reveal that they are expecting a possible influx of low mileage, one or two-owner X-types as part exchanges because some customers will now move into the XE. Apparently there are quite a few owners who have held on to their X-types instead of moving to the (larger). With the XF being the only Jaguar option since the demise of the X-type, it was reasonable that many would not move up to this larger model. So if you are on the look out for a good, well-loved X-type there may be an ideal opportunity on the horizon!

I look forward to seeing you at Eastern Day on 17th May; I shall be on the Club's Forum stand so please come and say hello!

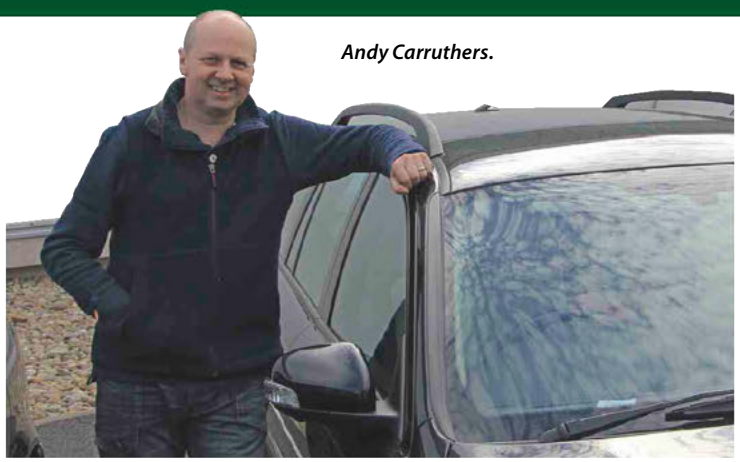
Happy X-Type motoring!



Steve's X-type.

Exhaust Gas Recirculation - EGRs – the Good, Bad and the Ugly...

Many, if not all diesel owners will have either first-hand experience or have read about problems with EGRs. This article by Andy Carruthers seeks to explain some of the issues and offer some preventative maintenance tips.


Andy Carruthers.

The good

It is all about emissions, specifically, emission control. EGRs are intended to reduce emissions. For an article aimed at diesel owners it may come as a surprise to know emission controls are primarily aimed at petrol engines driven from legislation enacted in the United States.

In the early 1980s OBD1 emerged as an engine management system to handle fuel, ignition and often cooling functions. Each implementation was manufacturer specific with bespoke connectors. In 1996 OBD2 began to emerge with standardised connector, generic communication and Diagnostic Trouble Code (DTC) as an emissions testing strategy, it is in this context that EGRs emerged.

We should note the engine management functions of OBD1 are part of the emission testing functions of OBD2. They use the same sensors, but OBD2 has much more utility. It is beyond the scope of this article to investigate OBD2 in great detail, however, it is important to note EGR monitoring is carried out by the predictably named 'EGR Monitor' which runs occasionally. More on this later.

Let's consider what an EGR does - or is alleged to do. There are three main arguments I have seen advanced for using an EGR.

1) They act as a volume displacer. By admitting exhaust gas into the combustion chamber a reduction in fuel burn can be achieved as the exhaust gas is oxygen poor.

2) They cause fuel to burn cooler again due to reduced oxygen in the exhaust gas. A temperature in excess of 2500 degrees Farenheit increases NOx levels increasing the strain on cats.

3) They produce cleaner emissions as incomplete combustion products in the exhaust gas are burnt with clean air as part of the normal combustion cycle.

If all the above is good, what could be bad… or ugly?

The bad

Unfortunately EGRs are problematic, a combination of poor design and implementation. As we will see, one other major factor comes into play.

Let's look at how the air supply system works in the Duratorq engine using the diagram below with explanation for EURO4 engines (copyright Jaguar Cars).

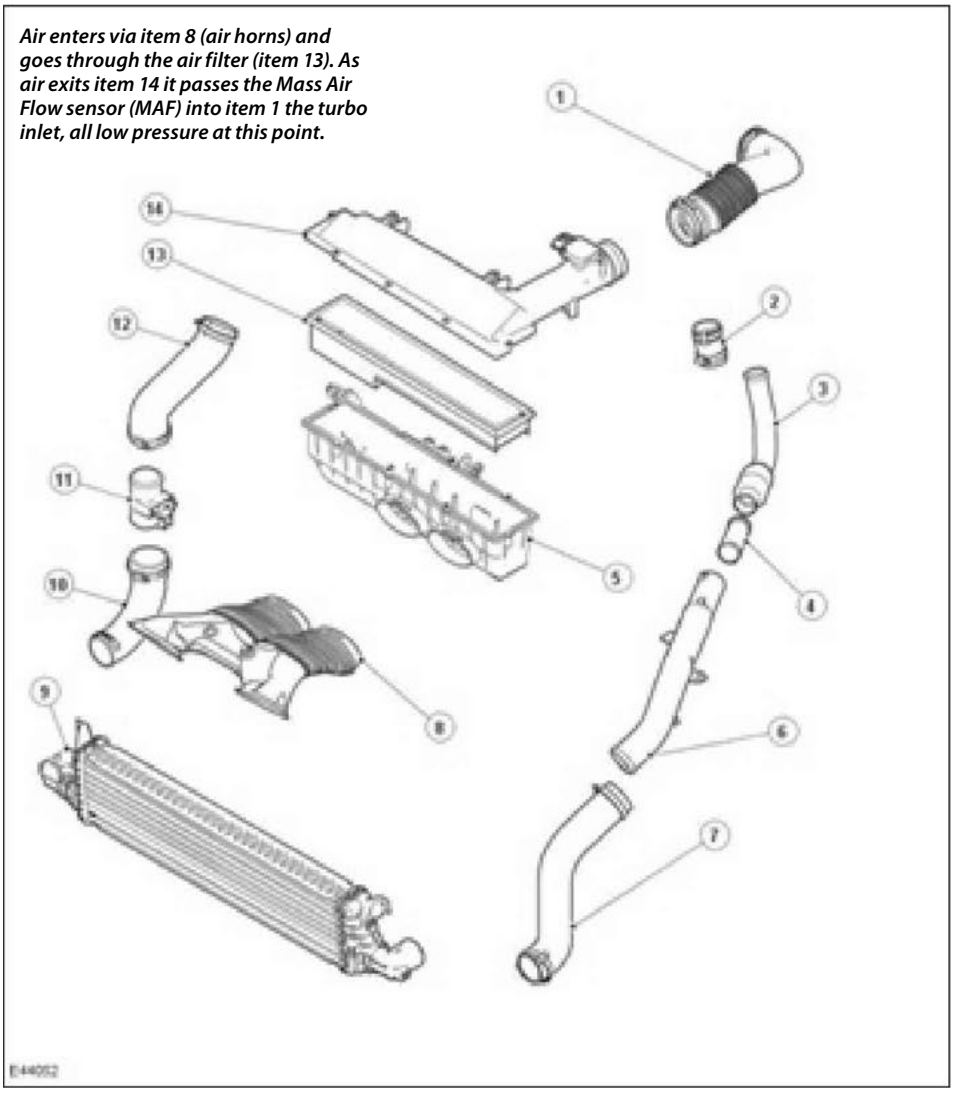
But there is a component missing from the diagram. Not shown on this diagram is a small 19mm hose connecting the crankcase breather into item 1. When the engine oil is hot, oily vapours are produced, by introducing these into the low pressure turbo inlet. The aim is to burn the oily vapour off in the combustion chambers. Unfortunately this design is sub-optimal, and as a brief digression, fitting a crankcase vent catch tank may alleviate symptoms by allowing oily vapours to condense before reaching the combustion chambers. We will discover the impact when we discuss the ugly later.

Air leaving the turbo via item 2 is high pressure which passes through the Intercooler (item 9), where the air charge is cooled to increase density. Item 10 is the intercooler hose to Temperature/ Manifold Air Pressure (TMAP) sensor (item 11). The jubilee clips are known failure points on our engines. Item 12 is the TMAP hose to EGR (not shown), another prime culprit for failure, typically splitting lengthwise from the top clip downwards. Fortunately relatively inexpensive to replace with silicone aftermarket parts likely to outlive the lifetime of the car

Any high pressure air loss will result in loss of boost pressure and black smoke from unburnt or partially burnt fuel, items 10 and primarily item 12 fail.



The EGR valve is where many problems manifest.



Air enters via item 8 (air horns) and goes through the air filter (item 13). As air exits item 14 it passes the Mass Air Flow sensor (MAF) into item 1 the turbo inlet, all low pressure at this point.

The ugly

At the top of item 12 is the EGR valve not shown in the previous diagram, but here is one I prepared earlier oriented to fit into the top of item 12.

But first a brief digression. There are four types of EGR valve, some of which accept a blank as shown below. Vacuum operated with no electrics, no flow measurement, full blank EURO3 2.0s and maybe some some early 2.2s. Vacuum operated with valve position sensor, no flow measurement, full blank EURO4 2.0s, fully motorised, flow measurement, partial blank with hole EURO4 2.2s, fully motorised, flow measurement, cannot be blanked, EURO4 auto DPF. Much has been written regarding blanking EGRs, the aim being to remove or reduce the volume of soot admitted from the exhaust inlet to the EGR body. I will not go into the arguments for and against in this article, suffice to say many people report benefits after blanking. For those considering blanking their EGRs the plates can be found on eBay, choose one with open loops for ease of insertion and removal.

Remember the hot oily fumes from the crankcase vent pipe? These mix with ingested air, are cooled via the Intercooler and meet sooty exhaust gas admitted by the EGR valve action, resulting in a gunky mixture coalescing around the EGR vale and inlet manifold. Particularly for EGRs with position sensors, a crankcase vent catch tank and EGR blank will alleviate the symptoms and may prolong EGR valve life.

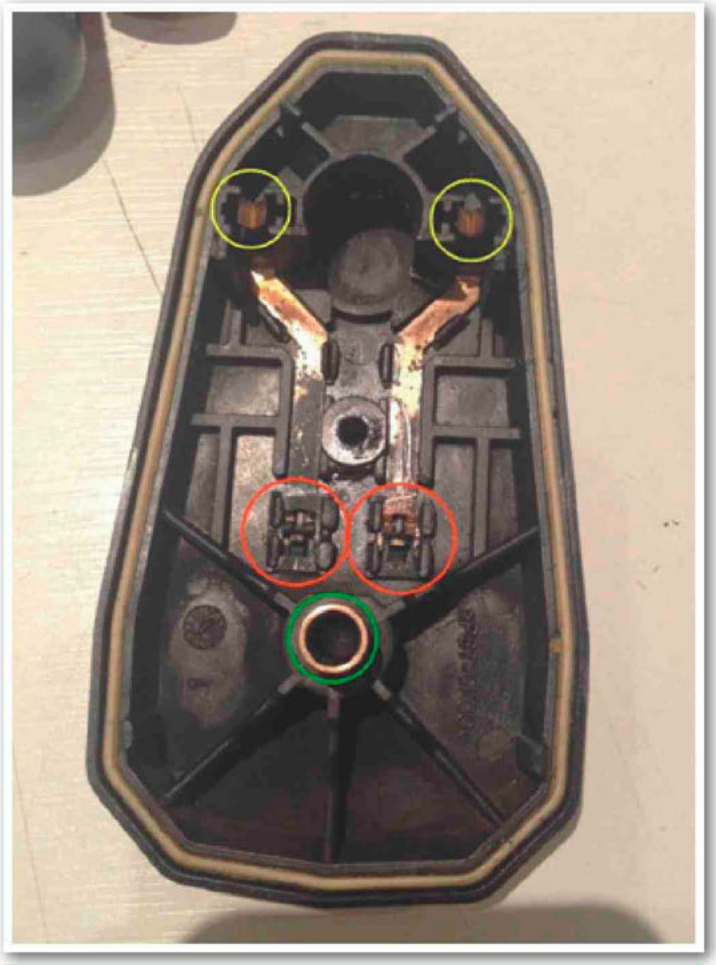
It is possible to clean EGR valves external components but not all respond. By the time some fail, they are beyond redemption. It should also be said that if the EGR is removed for cleaning, the inlet manifold should also be removed and cleaned. Tighten inlet manifold bolts to 15nm and EGR bolts to 10nm. Removal and replacement is easier than most people think, but do take care to clean them outdoors. A can of carburettor cleaner, a partner's toothbrush and latex gloves will do the trick, and allow three hours from start to finish.

If I were a cynic, I could view EGRs as a poor design with built in failure calculated to guarantee garages with a constant stream of work throughout the life of a car. Alternatively I could view EGRs as man's best attempt at securing a better future for mankind by controlling emissions. Personally I do not see how admitting oily, fume filled air and sooty exhaust gas into a combustion chamber is good engineering practice.

Preventative maintenance

We have identified some common failures and how to prevent excessive gunk build-up, but is there more?

The metal band can be removed from the casing by gently levering up the five retaining clips. Once removed, these clips can be pushed back into position. Next to the electrical connector is the electronics



Circled in red are terminals from the electronics package to control motor busbars.

package. Pulling apart the electrical section from the mechanical section allows us to identify some possible causes of failure, the first of which are likely to be caused by soot and oily vapour ingestion.

Circled in red are terminals from the electronics package to control motor busbars, as can be seen, these are corroded with possible consequence of voltage not reaching the motor. The electronics package cannot be removed without breaking the plastic seal. Cleaning the contacts with a glass fibre pen or brass brush then soldering should restore connectivity, for good measure cover the connections with petroleum jelly or similar non-conductive protective substance to prevent further corrosion

The tube circled in green houses a sprung component which sits on the end of the valve plunger this moves in concert with the valve position as commanded by the motor. In the above example, it could be assumed there is gunk in the tube causing the plunger to stick, a good spray with carburettor cleaner should flush any debris out

The yellow circled connections plug into the position motor, these should be cleaned with a contact burnisher or very fine emery cloth if corroded along with motor contacts

There is one further failure scenario which cannot be corrected, in some cases within the electronics package corrosion reaches the parts that countermeasures cannot reach at which point replacement is the only option

Turning our attention to the mechanical half of the EGR

The motor is operated by power supplied via the busbars to contacts in yellow circles. Motor impedance is around 7-16 ohms and some motors are sluggish in operation, replacement may be a viable repair option

Circled in green in the accompanying picture is the valve end which sits on the sprung plunger in the electronics package.

Manually rotating the centre cog results in the valve stem moving thus opening and closing the exhaust inlet valve. The lower cog has two steel pins which engage the valve stem, these are known to fail resulting in the gear mechanism jamming. Additionally, there is a return spring below the lower gear wheel which acts to close the exhaust valve in the absence of motor drive pressure.



The motor.

Another point to check is the amount of grease on mating faces, the white grease prevalent on the image above is quite viscous and could contribute to excessive friction causing incorrect feedback to the electronics package.

The EGR monitor

Within the Engine Control Unit (ECU) of our cars there is a suite of OBD2 computer programs which either run all the time – the Continuous Monitors – or run periodically according to entry criteria being met – the Non Continuous Monitors. The EGR Monitor is a Non-Continuous Monitor, to run, preset criteria must be met. I cannot find any firm evidence as to what these preset criteria are, but anecdotally would typically be fuel tank between half and three quarters full, consistent engine speed for a period of time etc.

Regardless of the entry criteria, monitor status can be read with appropriate equipment and reset accordingly. All DTCs are set by monitors which explains why fully blanking a valve position sensing EGR – which may have poor electrical connections, partially clogged by gunk, excessive gear friction and poor spring tension sometimes results in MIL and at other times does not, there is no clear-cut answer as there are too many variables.

Conclusion

In this article we have looked at a potted history of EGRs, their purpose and implementation on Duratorq engines. We have identified a number of failure points and some preventative measures but recognising many failures are irreparable.
For further information see jaguarstuff.co.uk

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Bob Bate's Technical Topics

Twin SU HD6 Carburettors with an Auxiliary Starting Carburettor (ASC) Part 4 Assemble and fit carburettors



A selection of applicable Jaguar models
Mark VIII
Mark IX
XK150
3.4 litre (Mark 1)
3.4 and 3.8 litre Mark 2
3.4 and 3.8 litre S-type

Models that are not applicable
XK150S
Daimler 2.5 litre V8 and V8 250
Although these V8 engines are fitted with HD6 carburettors the layout is different to that on the in-line six cylinder models so will be discussed in a later article.

Article format
The text and figure numbers are a continuation of parts 1, 2 and 3 which were printed in the February, March and April issues of *Jaguar Enthusiast.*

Acknowledgement
Basic diagrams used in the figures have been reproduced from Service Manuals by kind permission of Jaguar Cars Ltd**.**

Dashpot piston oil specification
The Mark 2 Service Manual lists S.A.E. 20 engine oil.

Article content, work procedures and safety notes
Before commencing any service operation please read and observe "Article Content, Procedures and Safety Notes" (ACPS) at the end of the article.

Starting engine
On each occasion carry out "Engine starting procedure" in ACPS.

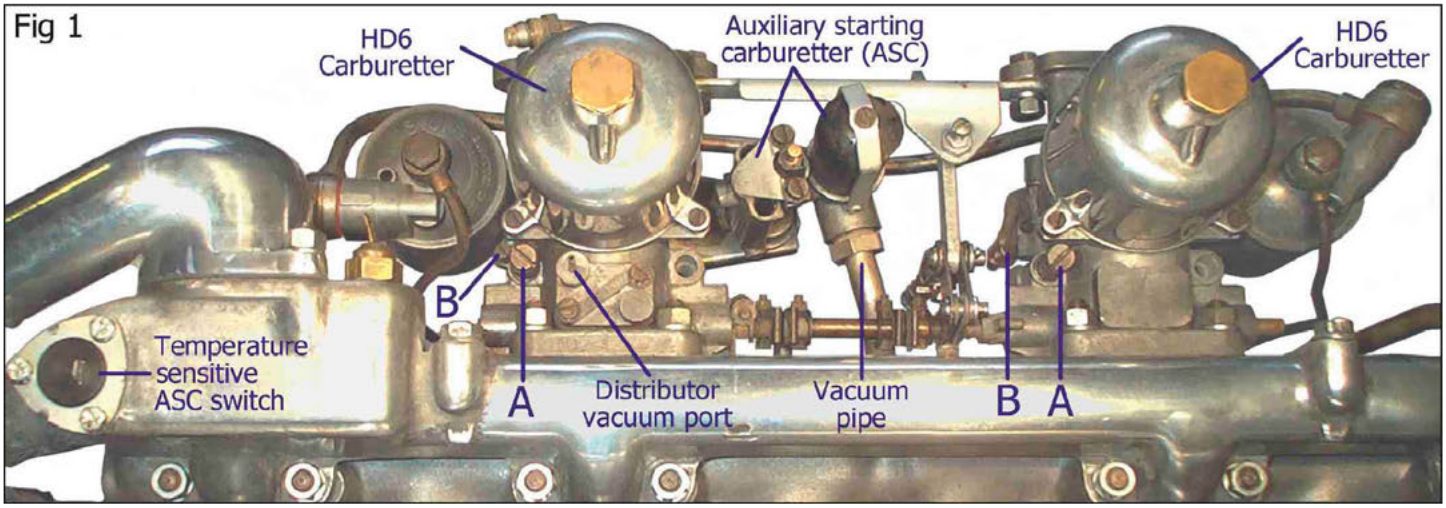
After carrying out service operations
Please refer to ACPS "Upon completion of work"

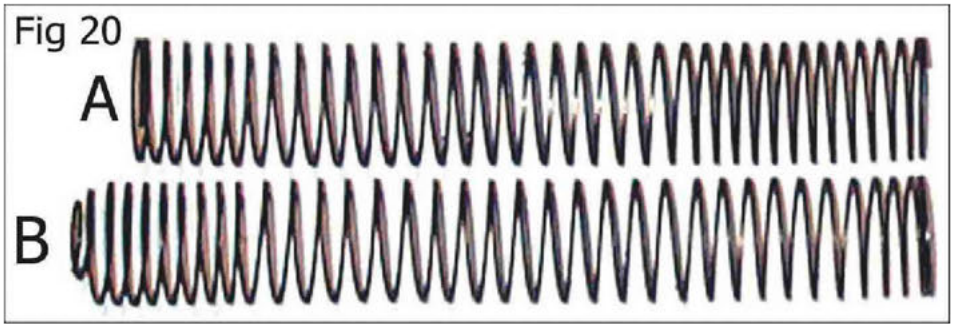
Subject car
The text and photographs relate to the subject car which is a 3.4 litre Mark 2, the carburettors on which are shown in fig 1. There may be differences on other models although the basic principles described will be similar.

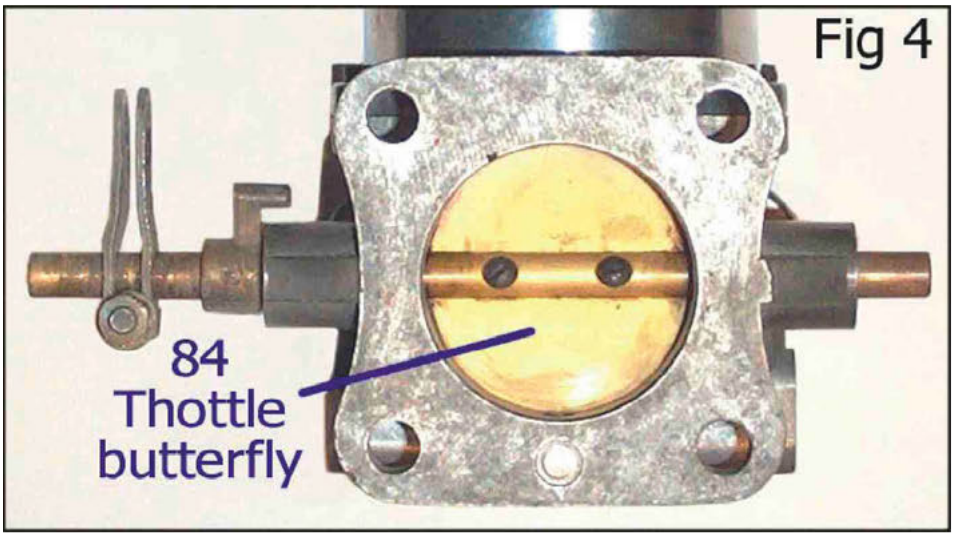
Front carburettor
Inspection and adjustment of components

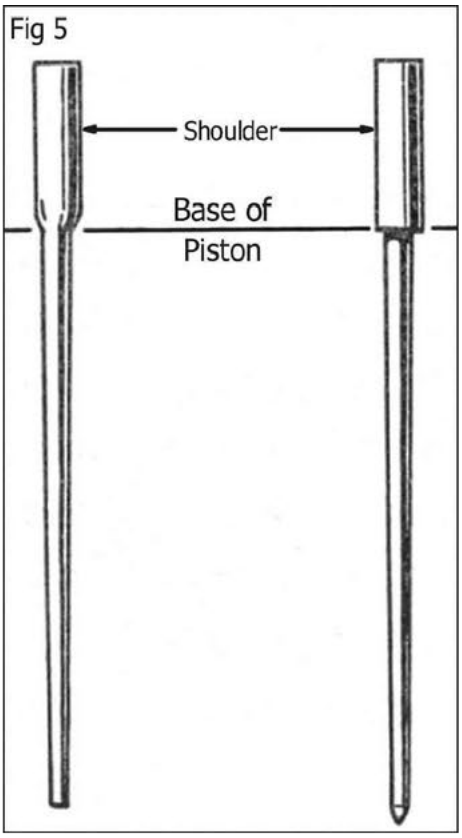
1. Check that all components are scrupulously clean.
2. After dismantling the rear carburettor lay the dashpot springs together and check that they are both of the same style, diameter and length. The springs on the subject car (fig 20) are clearly different and will have to be replaced.
3. Even though springs look the same they may have different loadings when compressed. To establish this place both parallel springs (type A) on a close fitting former such as a dowel, tube or rolled paper and push them together from the ends. Both springs should compress equally, a difference between them indicates that one is stronger than the other and replacements are required. With springs having reduced diameter ends (type B) the former needs to be shorter to accommodate their compressed lengths.
4. Compare both dampers and check that they are fitted with the same number and thickness of components.
5. Inspect the jet spring for condition as they are often corroded and broken.
6. Inspect the jet diaphragm for perishing, cracks and splits.
7. Check that the bore at the top of the jet is perfectly round and not worn by contact with the needle.
8. Inspect the needle (fig 5) to ensure that it is in good condition and not bent.
9. Slacken the securing screw in the side of the piston and remove the needle.
10. Check that the needle designation stamped on the shoulder (fig 5) is correct for the car model, carburettor, engine and air filter although it is possible that different needles to the originals may have been fitted for specific purposes such as extra performance or increased fuel economy.
11. Refit the needle so that the shoulder is level with the base of the piston as indicated in fig 5 and tighten the screw.
12. Check that the distributor vacuum orifice is clear. If necessary remove the adapter, clean and refit, preferably with a new gasket.
13. Inspect all other components for general condition and serviceability.
14. Wire brush all threads including those on the manifold studs to remove

Fig 1









corrosion and contamination.

15. Check that when the butterfly is closed (fig 4) it is concentric with and virtually blocking the bore of the carburettor.
16. Centralise the butterfly if required, otherwise continue with operation 17.

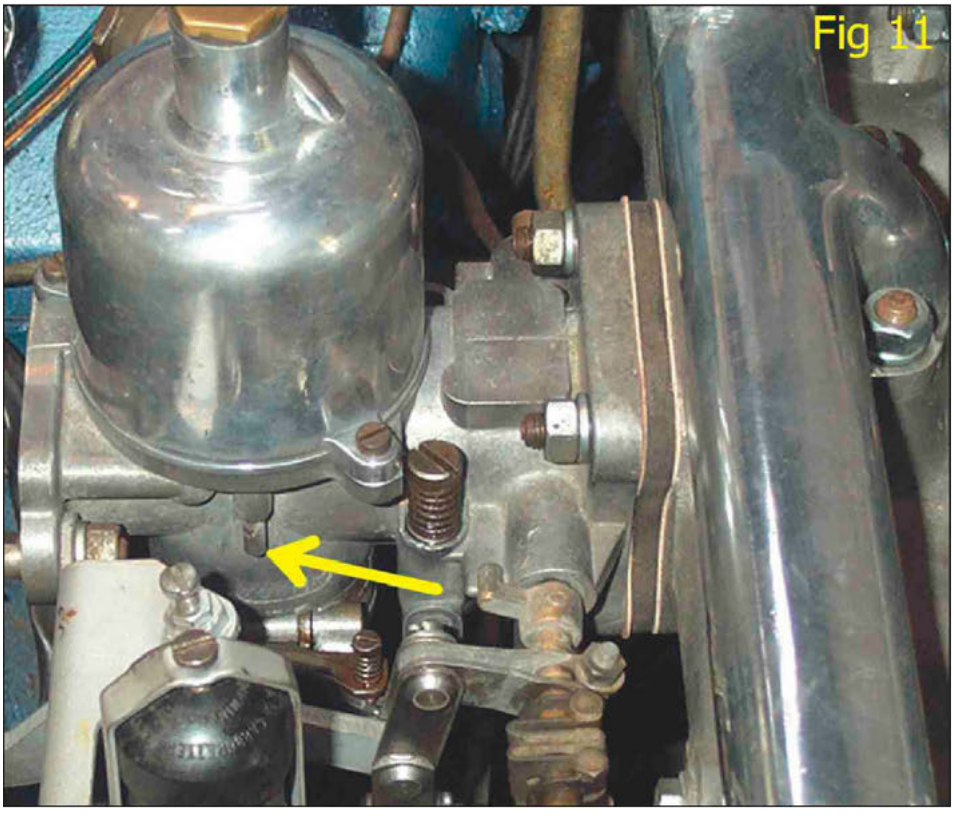
a) Trying not to damage the thread close together the legs on the butterfly securing screws.
b) Remove and discard the screws.
c) Fit new screws and tighten them so that the butterfly is just pinched.
d) Slacken the screws just sufficiently to permit the butterfly to move in the spindle.
e) Centralise the butterfly.
f) Lightly tighten the screws.
g) Check that the butterfly is centralised, repeat operations d) to g) if required.
h) When centralisation of the butterfly is confirmed fully tighten the screws.
i) Check that the butterfly is centralised as this is vital to the correct performance of the carburettor and if necessary repeat the adjustment process.
j) Spread the legs on the screws to prevent them loosening.

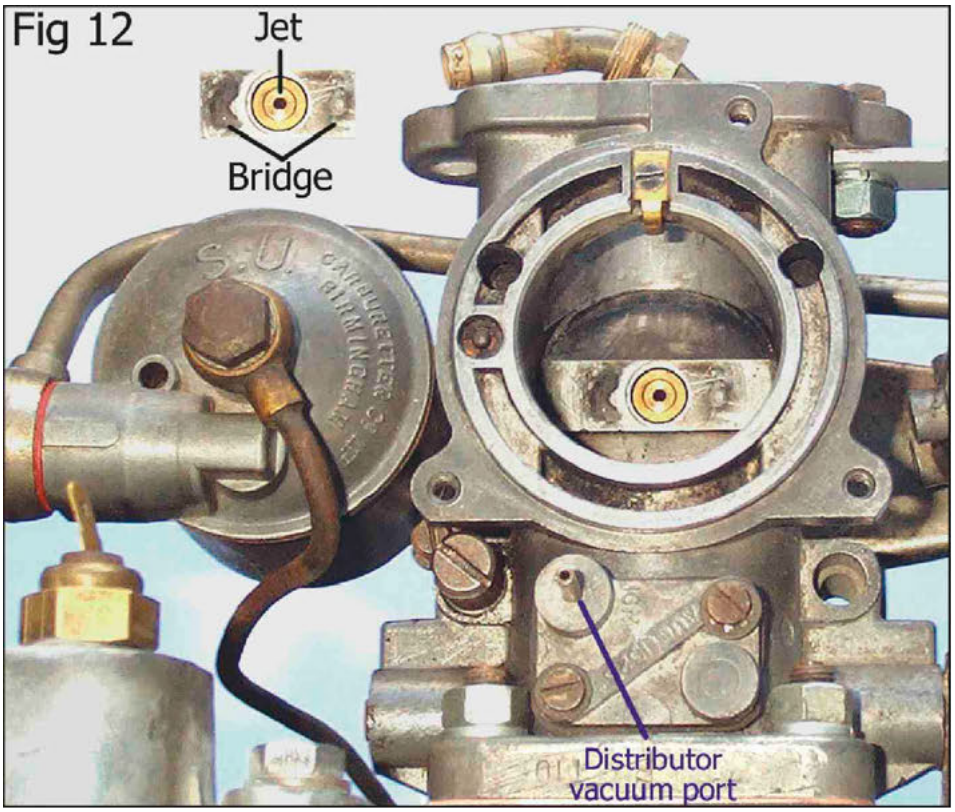
CAUTION

There is a temptation to carry out the procedure by slackening the screws, centralising the butterfly and tightening the screws but this is not generally recommended due to the possibility of cracking the screw legs which may break off and either jam the throttle partly open or be drawn into the engine.

17. Dismantle, clean and reassemble the float chamber top then adjust petrol level setting as described on page 85 in the April *Jaguar Enthusiast*.
18. Check that the piston slides freely in the dashpot. Any resistance to movement must be resolved before continuing.
19. Check that the dashpot piston lifting pin (arrowed in fig 11) is free to move and resolve if necessary.
20. Fit the piston and dashpot to the carburettor body.
21. Oscillate the dashpot slightly to ensure that it is fully seated.
22. Fit and tighten the dashpot screws.
23. Check that the piston is resting on the body bridge identified in fig 12.
24. Very gently push the jet into the jet bearing to confirm that it slides without any restriction until the boss on the jet contacts the base of the bearing as in fig 21. If the jet exhibits resistance to movement before reaching full travel as in fig 22 it indicates that the jet bearing and thus the jet is not centralised to the piston and needle.
25. Carry out this operation if jet centralisation is required, if not continue with 26.

a. Slacken the jet bearing nut with a ring or combination spanner (size 3/8" B.S.W. or 18 mm A.F.) just sufficiently to allow free sideways movement of the bearing. If a ring spanner distorts the diaphragm as in fig 23 take care that it is not





damaged. This problem does not usually occur with a combination spanner.

b. Very gently and carefully slide the jet into the bearing until the boss contacts its base as in fig 21.
c. Tighten the bearing nut lightly.
d. Check that the jet is still centralised.
e. Remove the jet if it is centralised, otherwise repeat the centralisation procedure.
f. When the jet is centralised fully tighten the nut.
g. Refit the jet to check centralisation.
h. Repeat the adjustment process if necessary.

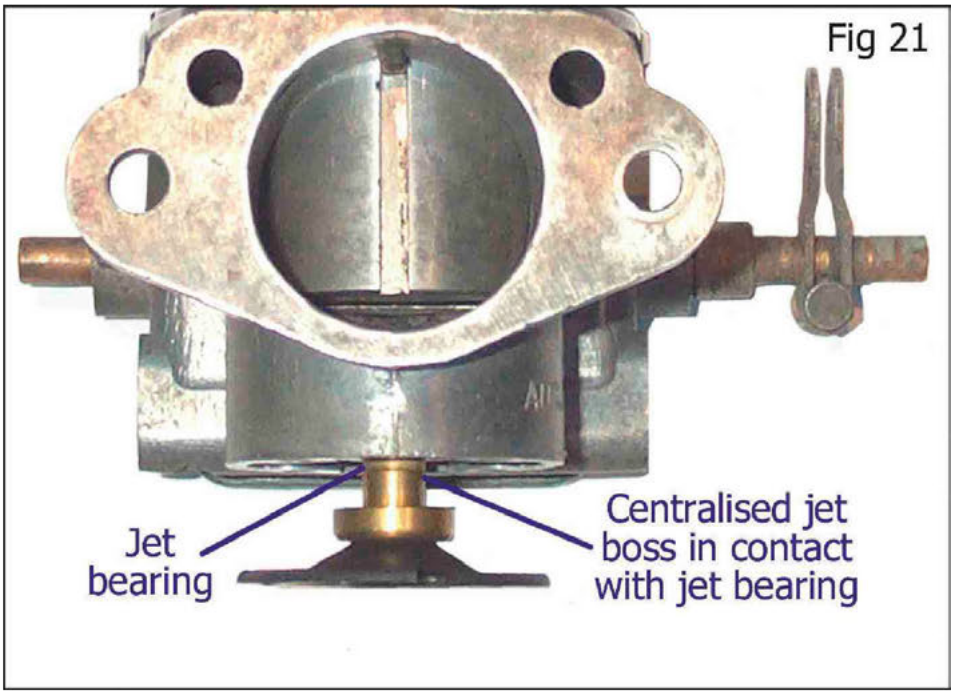
26. Holding the carburettor upright and with the jet fully inserted lift the piston and slowly lower it while checking for any signs of restriction to travel or tendency to push the jet downwards which would indicate that centralisation is not accurate.
27. Check that at its lowest point the piston is heard and felt to contact the bridge.
28. Remove the jet, dashpot and piston for convenience of carburettor assembly.

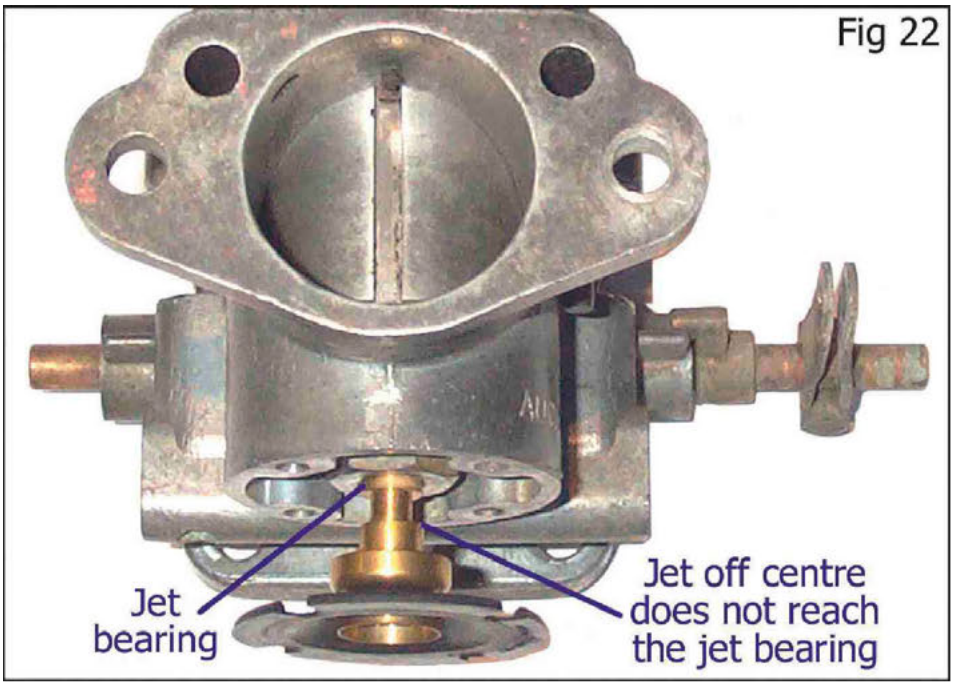
Carburettor assembly

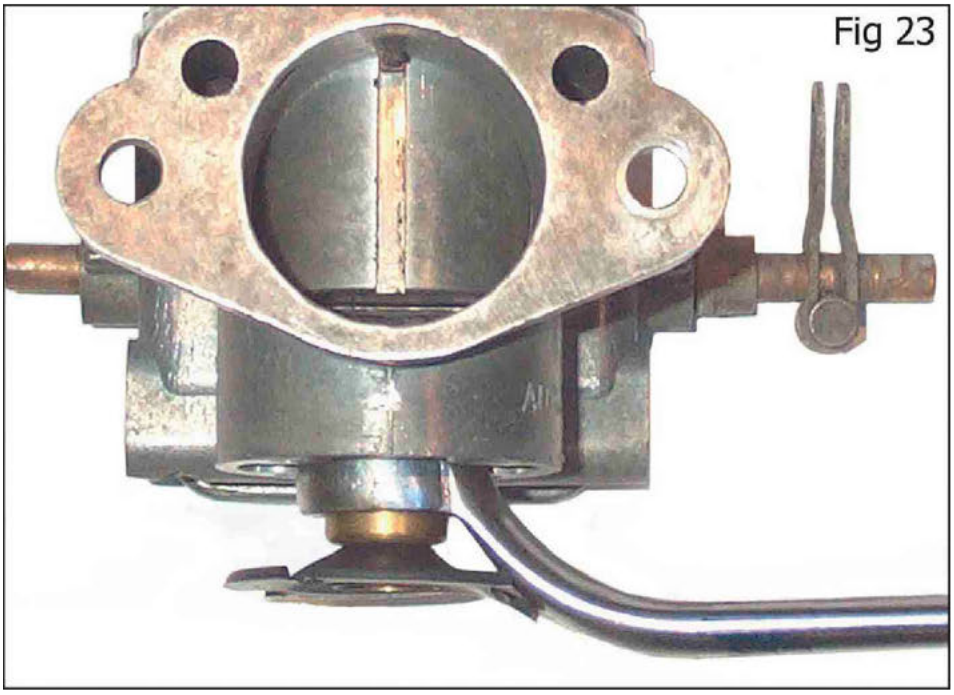
NOTES

- According to the Jaguar Service Manual, throttle spindle seals are not considered to be a service item.
- Assembly may be facilitated by reference to fig 2 in the April edition of Jaguar Enthusiast.
- Initial settings as in the Jaguar Service Manual are included for the jet height setting screw (B in fig 1) and slow running control valve (A in fig 1).

29. lightly lubricate all threads and pivot points.
30. Lay the carburettor with the body inverted on a suitable work surface.
31. Fit one screw with washer to the ASC mounting bracket and place nearby ready for fitment.
32. Position the jet unit housing on the carburettor body.
33. Slide the jet into its bearing.
34. Align screw holes in the diaphragm and jet unit housing with the carburettor body.
35. Fit the jet spring into the diaphragm recess.
36. Place the float chamber over the diaphragm, align the screw holes, engage it with the spring and press downwards until seated on the jet housing.
37. Offer the ASC bracket to the base of the float chamber and secure loosely with one screw.
38. Fit the remaining three screws, align the assembled components and tighten the four screws.
39. Check that when moving the jet lever up and down the jet moves freely against spring loading in opposite directions. Resolve the situation if not.
40. Attach the ASC connecting arm to the carburettor with its banjo bolt and two washers
41. Attach the ASC body to its mounting bracket and connecting arm with the banjo bolt and three washers.
42. Turn in both connecting arm banjo bolts finger tight.
43. Remembering that the connecting arm front bolt is drilled and weak, fully tighten it carefully.
44. Lightly tighten the rear connecting arm bolt so that the ASC body can be twisted by hand.
45. Fit the ASC needle with spring, mounting bracket, dust shield, spring clip, screws and washers.
46. Fit the slow running volume screw with its spring and two washers then turn down fully.
47. Undo the screw two and a half turns.
48. Unscrew the jet height adjusting screw (B in fig 1) until the top of the jet is level with the bridge.
49. Turn down the screw until the jet just starts to move.
50. Turn down the screw three and a half turns.
51. Taking great care not to bend the needle, carefully lower the piston into the carburettor body.
52. Lightly lubricate the piston tube.
53. Fit the spring with washer if applicable into the piston.
54. Carefully lower the dashpot over the piston onto the carburettor body.
55. Oscillate the dashpot slightly to ensure that it is fully seated.
56. Fit and tighten the dashpot screws.
57. Lift the piston through its full range of travel to check that is moves freely and is only restricted by spring loading. If there is the slightest tendency of the piston to stick at any point in its travel this







must be rectified before proceeding.

58. Fill the piston tube to about one quarter inch below the top with S.A.E. 20 engine oil.
59. Fit the damper with washer.
60. Check condition and security of the flexible hoses connecting the ASC vacuum pipe (fig 1) to the inlet manifold.

Carburettor fitment

61. Fit new gaskets and insulator to the inlet manifold.
62. Lightly lubricate threads on the carburettor attachment studs.
63. Fit the carburettor with return spring and brackets as applicable.
64. Secure the carburettor with spring washers and nuts.
65. Tighten the nuts evenly.
66. Lower the float into the float chamber.
67. Place the cover with gasket on the float chamber.
68. Check that the overflow pipe is clear.
69. Attach the overflow pipe with the cap nut, identification plate and two washers, noting that the serrated fibre washer fits under the pipe against the float chamber cover.
70. Tighten the nut lightly so that the cover can be twisted for alignment with the fuel pipe.
71. Rotate the ASC as required for alignment with the vacuum pipe (fig 1).
72. Insert the vacuum pipe into the ASC and fit the tube nut by fingers only to ensure that it engages without excess force. The slightest misalignment of the nut to the ASC may damage the threads.
73. Lightly tighten the tube nut.
74. Fully tighten the ASC base attachment banjo bolt.
75. Fully tighten the tube nut.
76. Fit the ASC solenoid with the loose core, spring retainer, spring and valve.
77. Hold the solenoid with light downwards force.
78. Attach both cables to the solenoid terminals – there is no particular order.
79. Fit the solenoid top cover.
80. Secure the top cover with the retaining bracket and carefully tighten the screw, remembering that it is bearing on a plastic component that can easily break.
81. Attach the distributor capsule vacuum pipe if applicable.

Rear carburettor

Carry out inspection, adjustments, assembly and fitting basically as described for the front carburettor but ignore references to the ASC and distributor vacuum pipe which are not fitted.

Fuel pipe fitment

82. Check that mating faces of the float chamber covers and fuel pipe banjo unions are parallel. Adjust the covers and carefully bend the fuel pipe to achieve this condition if necessary.
83. Fit filters to the float chamber covers.
84. Lightly oil banjo bolts.
85. Attach the fuel pipes to the covers with two washers and banjo bolts tightened lightly.
86. Carefully tighten the float chamber cap nuts and banjo bolts.
87. Check that a manual gearbox is in NEUTRAL or an automatic in PARK.
88. Switch on ignition, check the carburettors for flooding and banjo unions for leaks.
89. Switch off ignition.
90. Resolve fuel leaks as required.
91. Repeat operations 87 to 90 until there are no fuel leaks.

Connecting rod between carburettors

ALL MODELS

- Fit the carburettor connecting rod and couplings loosely.
- Hold both butterfly spindles fully closed.
- Tighten couplings without disturbing the relationship of the connecting rod to carburettor spindles.

Accelerator linkages to carburettors

NOTE

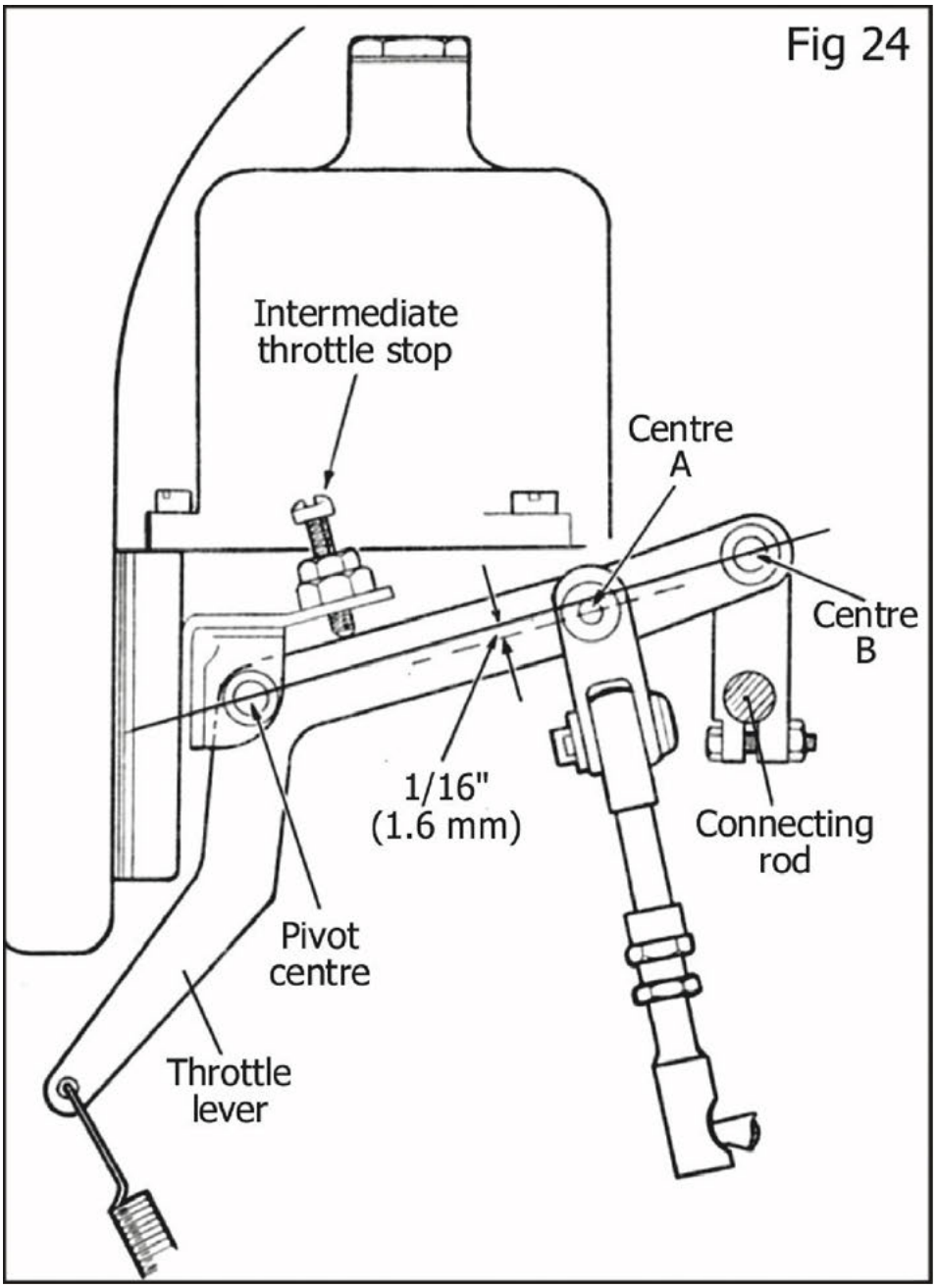
If a Borg Warner DG automatic gearbox is fitted, full throttle for the purpose of adjusting carburettor linkages is the accelerator pedal position just before the spring loaded kickdown over-travel begins to operate.

MODELS
Mark VIII
Mark IX
XK150
3.4 litre (Mark 1)

- Fit the carburettor spindle return springs.
- Connect linkages from accelerator to carburettors.
- Adjust linkages so that when the accelerator is at full throttle position the carburettor spindles have just reached fully open.
- Fit return linkage spring(s) as applicable.

MODELS
3.4 and 3.8 litre Mark 2
3.4 and 3.8 litre S-type

- Fit the front carburettor spindle return spring.
- Fit the linkage carrier bracket to the carburettors.



- Connect the accelerator linkage to the carburettor connecting rod lever as in fig 24.
- Attach the throttle lever return spring.
- Slacken the intermediate stop lock nut.
- With the throttle spindles closed, adjust the intermediate stop so that the Centre A is 1/16" (1.6 mm) below a line projected through centre B and the pivot centre. It may be necessary to slacken the connecting rod lever bolt to achieve this condition.
- Tighten the intermediate stop lock nut.
- Tighten the connecting rod lever bolt if applicable.
- Adjust linkages so that when the accelerator is at the full throttle position the carburettor spindles have just reached fully open.

ALL MODELS
Move the accelerator pedal from idle to full throttle and then back to idle. Check that the pedal, linkages and carburettor spindles move freely without any tendency to stick and resolve problems if necessary.

Automatic gearbox throttle linkages
Borg Warner DG (cast iron case)

- Fit and if necessary adjust the brake hold on switch so that the contacts are just broken and the brakes released as soon as the carburettors start to open.
- Connect and adjust the gearbox governor control rod linkage if required as described in the September 2004 *Jaguar Enthusiast*.

Borg Warner Model 35 (aluminium case)

- Connect and adjust as necessary the gearbox kickdown cable discussed in the November 2004 *Jaguar Enthusiast*.

Assembly and fitment checks
Fit and adjust if necessary any items that have not been mentioned in the text.

Carburettor adjustments
Start the engine and run up to normal operating temperature.

Balance carburettor air inlet flows by one of the following three methods
1 - ADJUSTING SLOW RUNNING VOLUME SCREWS ONLY
Adjust each volume screw by equal amounts to achieve the desired idle speed. Theoretically this procedure should ensure that each carburettor is drawing in the same quantity of air but in practice this may not be the case due to variations in the engine and carburettors.

2 - LISTENING TO AIR INTAKE HISS

a) Place one end of a short length of half or five eighths of an inch bore heater hose just inside the intake of a carburettor.
b) Listen at the other end of the hose to the air intake hiss.
c) Repeat a) and b) for the other carburettor.
d) Adjust the slow running volume screws (A in fig 1) until the air intake hiss is the same for both carburettors and the engine is idling at the required speed.

3 - USING AN AIRFLOW METER

a) Hold an airflow meter against one carburettor inlet.
b) Note the meter reading.
c) Repeat operations a) and b) for the other carburettor.
d) Adjust the slow running volume screws (A in fig 1) until the airflow meter reading is the same for both carburettors and the engine is idling at the required speed.

ADJUST FUEL MIXTURE

1) With the engine at normal running temperature and idling at the desired speed raise the lifting pin arrowed in fig 11 on one carburettor very gently until the point where it can be felt to just touch the piston, then lift the piston about one thirty second of an inch (0.8 mm).
2) Note the effect on engine rpm of lifting the piston which can be interpreted as a guide to mixture strength as follows.
   A – ENGINE RPM INCREASES CONSTANTLY
   Fuel mixture too rich
   B – ENGINE RPM DECREASES AND DOESN'T RECOVER
   Fuel mixture too weak.
   C – ENGINE RPM REMAINS CONSTANT
   Fuel mixture is correct but see the following note.
   NOTE
   Unfortunately this is where there is a slight anomaly. The SU carburettor servicing literature states that the fuel mixture is correct when the engine rpm increases and then falls back to a speed that is slightly higher than the original. In practice, there are many occasions where a slight change in mixture strength either side of the "correct" setting improves engine smoothness and consistency of idle. It has often been found in the workshop that apparently variations in engine condition and components necessitate fuelling that is either slightly rich or lean when compared to the ideal as registered by lifting the piston.
3) Repeat operations 1) and 2)

for the other carburettor.

CHECK LIFTING HEIGHT OF DASHPOTS

- Start engine
- Take the engine up to approximately 2,000 rpm or a different speed if desired and check that both dashpot pistons lift to the same height. If they are not matched or nearly so this indicates that the carburettors are supplying differential fuelling. This is sometimes caused by variations in dashpot to piston clearances, piston spring tensions, dampers, oil viscosity and level or engine imbalance. Large discrepancies are surely worthy of investigation.

FINAL ADJUSTMENTS

- As idle speed and fuel mixtures are interdependent it may be necessary to adjust them several times before the desired results are achieved.
- Switch off engine.
- Refit the air inlet manifold and/or filter(s) with breather as applicable.
- Road test the vehicle.
- Adjust fuel mixtures and idle speed as required. At this point it should not be necessary to monitor air inlet flows to the carburettors if idle speed is adjusted by exactly equal movements of both slow running volume screws.
- Repeat road testing and carburettor adjustments until the desired results are achieved.

Article Content, Procedures and Safety Notes

Article content
All procedures described together with tools and materials listed have applied to right hand drive vehicles in the workshop but may not be applicable to other cars. If different operations and/or tools are required to those suggested please amend the text accordingly. It is the operator's responsibility to ensure that work carried out is suitable for the vehicle and individual circumstances. If there is any doubt about safety aspects of the car or tasks that are to be undertaken professional advice should be sought.

Work procedure options
The way in which tasks will be approached depends upon many factors, some of which are vehicle model, personal preferences, available equipment, individual requirements, etc. Whilst it's virtually impossible to write a procedure that will be applicable to every situation notes in the article may be of assistance.

Vehicle preparation prior to work being undertaken
Please apply the following notes as applicable.
The car should be on a firm level surface.
An automatic transmission should be securely locked in PARK, a manual gearbox in NEUTRAL.
Apply the hand brake, check that it is effective and if not chock behind and in front of one of the wheels to prevent the car moving.
The engine must be switched off unless stated otherwise.
Keys should be removed from the car until required for a specific operation.
An open bonnet should be propped if necessary to ensure that it cannot fall accidentally.
Engine starting procedure
Applicable sections of this sequence should be followed whenever the engine is started.
Check that there are no rags, tools, etc in the engine compartment.
Check that nothing can catch in rotating components.
Check that an automatic transmission is in PARK, a manual gearbox in NEUTRAL.
Check that PARK lock is secure. If there is any doubt about this ask an assistant to apply the footbrake and hold the lever positively in PARK until the engine is switched off.
Check that the handbrake is applied and effective.
Apply the footbrake.
Start engine and allow to idle.
Slowly release the footbrake while checking that all is in order and there is no tendency for the vehicle to drive. If there is, this must be resolved before proceeding.

Upon completion of work
Carry out the following tasks as applicable
Remove all rags, tools, etc from the engine compartment.
Check that nothing can catch in rotating components.
Return the vehicle to normal running condition.
Check that all necessary operations have been carried out, whether listed in the articles or not.

All operations
All applicable safety precautions must be implemented.
It is the operator's responsibility to ensure that all work is carried out in the correct manner for the vehicle and in accordance with the manufacturer's specification.
Equipment must be in good condition, suitable for the purpose and operated correctly.
Check that all components are at a suitable temperature work to be undertaken on them without discomfort or injury.
for comfort and safety before working on them.
Protective clothing should be worn where necessary.
Protective covers should be fitted over paintwork.

Working with petrol
Preferably take the car outside, away from other vehicles and combustible materials.
Eye protection should be worn.
If petrol contacts the eyes irrigate immediately with copious quantities of water and seek medical advice.
Wear long protective gloves to prevent petrol coming into contact with skin and clothes. If gloves are not available tie rag around each wrist to catch petrol that may otherwise run down the arms and into clothing.
Wash petrol off skin with preferably hand cleanser or hot soapy water as soon as possible after the occurrence.
Petrol is highly inflammable, vapourises quickly upon contact with hot surfaces and may ignite easily.
Ensure that there are no naked lights or other means of ignition in the vicinity.
Petrol vapour is heavier than air and can travel a long way from the point of spillage.
Place a suitable and certificated fire extinguisher in close proximity to where work is to be undertaken.
Ensure that a person who is competent to use the fire extinguisher is ready to assist.
Have rags, sand or other materials available to soak up spilt petrol.
Place in a convenient position a suitable closed lid container to accept petrol contaminated materials.
Clear away spilt petrol immediately after the occurrence.
Ensure that drained petrol is stored in suitable closed lid containers away from heat or direct sunlight.

Material disposal
Fluids and other materials must be disposed of in accordance with applicable legislation.



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The year of the **Coupe**



Left: The anniversary year of the XJ Coupe and that should include the many conversions carried out on the cars over the years, in this case the Avon Stevens convertibles.

Whilst not wishing to overlook other Series models, this is the year of the Coupe, and there are no shortage of great examples out there. However, there are fewer rare examples than Mr Brighty's Daimler Double Six Avon Convertible, as **Keith Parrington** explains.

Believed to be one of the very last Daimler variants sold, this car is currently at my garage undergoing a full restoration. The restoration and finished vehicle will feature in this magazine during the coming months, but to start with, something of Mr Brighty's background and how the car came to be, in his own words.

Drophead gorgeous

Although relatively new to Jaguars, I've always had a hankering for an XJ after my friend's dad had a Series 1 4.2. In 2011, I bought a very low mileage 2006 X-350, which has become my pride and joy, daily use car. Thoroughly reliable, comfortable and now on LPG, it's affordable to run, and it's simply the best car I've had.

My son, however, wanted to get in on the act and having visited the Jaguar Enthusiasts' Club event at Weston Park in 2012, we began looking at XJSs. By luck, Nene Jag Specialists had one for a quick sale, a very solid 3.6 litre Coupe, and with some TLC, it could be brought up to condition 2. We completed the restoration last summer and were then thinking "What next, and what can we do without mum knowing?"

The search for the next project took us down a few different avenues. One was a 1972 Triumph TR6, but I soon realised that my spine wasn't as strong as it was when I had Triumphs in my twenties. We had also seen a convertible XJ-C at Weston Park, owned by David Jobson-Scott and this stuck in the memory. So, what about a Coupe, and maybe we could do a post modern conversion?

Always thought to be the best ever looking XJ, we looked at a couple and missed a really good one. Ok, so maybe next year.

Then one Sunday in September, having just come back from the Warwickshire show, my son spotted this XJ-C car in the classifieds. One of 17 done by Avon Stevens coachbuilders of Warwick, and only one of 4 Daimler Double Sixes. Although not the last production Coupe, it was thought to be the last Coupe that Jaguar sold, it being a company car for a year or so.

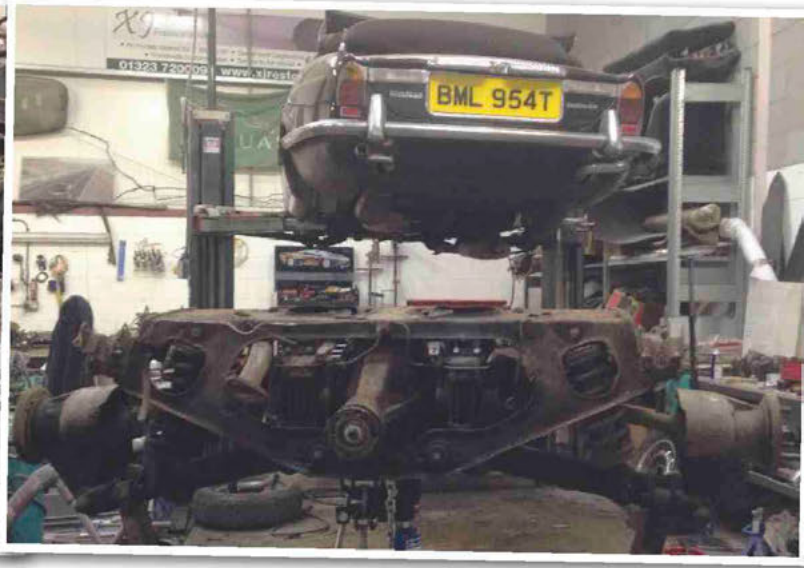
At some point the conversion had been done, probably at the same time with the seats being re-trimmed with red piping on the leather, and the reshaped rear seat to fit with the convertible roof. The original colour was yellow, but was now in black.



This rare Double Six as found.



A very original car in many ways, but now undergoing a major refurbishment.



The car as delivered to Keith Parrington, a lot of work to be done.

The car was clearly the family's pride and joy. They had the car since the mid-1980s, after a succession of XJs and Coupes. It had been used regularly by Mr Ames of Hertfordshire, and was last taxed and run in 1990. But it had been dry stored, but from the photographs, it was in a bit of a sorry state. Still, it was worth a call.

I called the number and sent a text, but there was no reply. I assumed the worst. Next morning, I got a call, and yes the car was available, and no, no-one had made an offer. But there was someone coming to look at it at noon. I'd agreed to be there at 11 at which time I saw the car, black, encrusted in dirt, mice and squirrel mess and nests, in an unlit garage. It had also been vandalised, with windscreen and lamps smashed and a few dents. But still solid enough….

The roof wouldn't go up and it was full of holes. So buying a black car in a dark garage was going to be a bit of a punt. After ten minutes of gentle but firm tapping around the car, it was time to make the offer. Another chap had turned up, but he wanted to pay less. The car was mine.

Seized brakes meant it took an hour to get on the transporter after its 36-point turn in the tight drive. After a big clean-up, it went into storage ahead of restoration.

The car's history

I subsequently met with the family and it was clear this car meant a lot to them. Mr Ames had suddenly passed away in 2013, and they couldn't bear to part with the car. A building project meant that they had to demolish the garage and so they put the car up for sale.

They had enjoyed the convertible and the children in particular remember family weddings with it, and wanted one day to restore the car to its former glory.

The car was originally registered with the alarming EFK 666T, and sold by Hewitts Garages Ltd of Wolverhampton to a company owner, Jenks & Cattell Engineering, on 2nd May 1979, so one of the last to be sold. After their ownership, presumably as a director's company car, the trail goes cold, until the family bought the car from a dealer in South Woodham Ferrars, in late 1984 or 1985. The Ames family ran the car until 1990, whereupon it remained in dry storage with a final mileage of 67,218.

In late November of 2014, the car was transported to Keith Parrington at XjRestorations for a full inspection and restoration. More on this as the work progresses.



Substantial work underway, which will be reported on in due course.

Out of hibernation

Keith Parrington unleashes his Double Six for a trackday.

The winter months have brought some horrific weather, and some very drastic changes here at my company, XjRestorations Ltd – both of these factors have seen our Daimler Double Six Vanden Plas tucked away unused in the garage at home.

One of the most significant changes at XjR has been the merger with Ray Ingman's long established Classic Spares. This has



Keith Parrington's Vanden Plas emerging from storage.

seen XjRestorations expand significantly and move into the supply of race components and the race preparation arena. With this move also comes sponsorship of the Club's Saloon & GT Championship series with Toyo Tires. As joint title sponsors, we have been invited along to events as a guest of Terry Dye (thank you Terry), one of which was the Jaguar Enthusiasts' Club trackday at Brands Hatch on 28th February.

A visit to the Kent circuit was seen as a great opportunity to have a full works outing, and as luck would have it, the weather turned mid-week, with the sun making an appearance. The company VW Transporter was required for the day as some orders were being delivered trackside, but being only a three-seater vehicle (and there are five of us in the company), a second vehicle was needed.

So my garage door was popped for the first time since mid November, and the Daimler (PLC) was rolled out. With the ignition left momentarily in the second position, the V12 cranked over and rolled into life on all 12 cylinders instantly – credit to the SNG Barratt reworking of the Opus system; starting an early V12 is rarely so straightforward! Replacing the various home 'bits and pieces' that are customarily stored down the sides of any old car in a domestic garage gave time for the temperature gauge to creep up before setting off to the XjRestorations workshop.

A quick levels check showed a very small drop in both engine oil and power steering fluid, both to be expected with an all original V12. With the tyre pressures and all other levels looking good, a quick wipe down of the trim and she was ready for the trip to Brands Hatch the following morning.

Annoyingly, the 28th brought a return of the wet weather. Thankfully just a light drizzle, but still enough to test the standard Series 1 XJ's lack of a proper screen demist system. The run to Brands from Eastbourne is only about an hour and half, and our youngest member of staff Wil, was the fortunate co-driver with me for the day. Wil has been with us for around six months now, and is a great asset to the company. Although test drives of all Jaguar models are a regular occurrence for him, this was Wil's first journey of any distance in a classic Jaguar.

As we set off from the coast at 7am, the rain had eased off and the roads were clear. First stop – a petrol station! From here, we were able to make a brisk run up through the back roads to Tunbridge Wells, with the car performing effortlessly (as usual), soaking up the long winding country roads with ease.

The pleasure of the drive was interrupted as we entered Tunbridge Wells itself, where the morning school run traffic was building. We sat in heavy traffic for a good 30 minutes, with all gauges holding strong while we weaved through the stares and nods until we found the A21 bypass leading out onto the M25. This prime chance to open up the throttle saw us cruising along in the outside lane past the modern Euroboxes on their daily commute. I glanced over to see a broad grin on Wil's face, which, as he looked back, turned to wide eyed amazement as he noted how swiftly the fuel gauge had dropped away.



Back on the road, seen at the recent Club trackday.

We arrived at Brands just after 9am and were soon parked up behind the pit garages before meeting with Terry and Ray to see what the plan for the day was. After signing the various disclaimers, we were all clear to enjoy the required passenger sighting laps. Having worked with Ray for a number of years now, and increasingly so with the Classic Spares connection, it was a real treat to experience Brands with him at the wheel explaining the course and the best racing lines to follow.

The day went ahead very well, given the changeable weather conditions – had conditions been dry for longer, I think PLC may well have found its way out onto the track for a lap or two. As it wasn't to be though, we watched as a good number of XKs, a Mark 2, a replica lightweight E-type, a selection XJ-S models and three XJ saloons ventured out for some pre-season testing. It was also nice to see some novice drivers taking out their own road cars, just to experience the feel of their cars on a racetrack. This is surely one of the many highlights in being part of a club like ours – the opportunity for the general member to do something different with their own cars, alongside the likes of Nigel Webb and CKL developments who attended for testing purposes.

For today at least, there were no XJ Series cars out on track to report on, but the saloon championship is very popular with some nicely built cars taking to the track in each race. Classic Spares' own car should be ready soon, and may be appearing on these pages even sooner.



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A Birchfield Sports



Brian Goodwin built himself an interesting special around Jaguar mechanics, this is the story of that car.

Think of Jaguar engined specials and you tend to think of established well known makes like Kougar, Aristocat, Nostalgia and many more, so the name Birchfield doesn't mean a lot to many people. This is the story of one such car, so let's start with a bit of history behind the name.

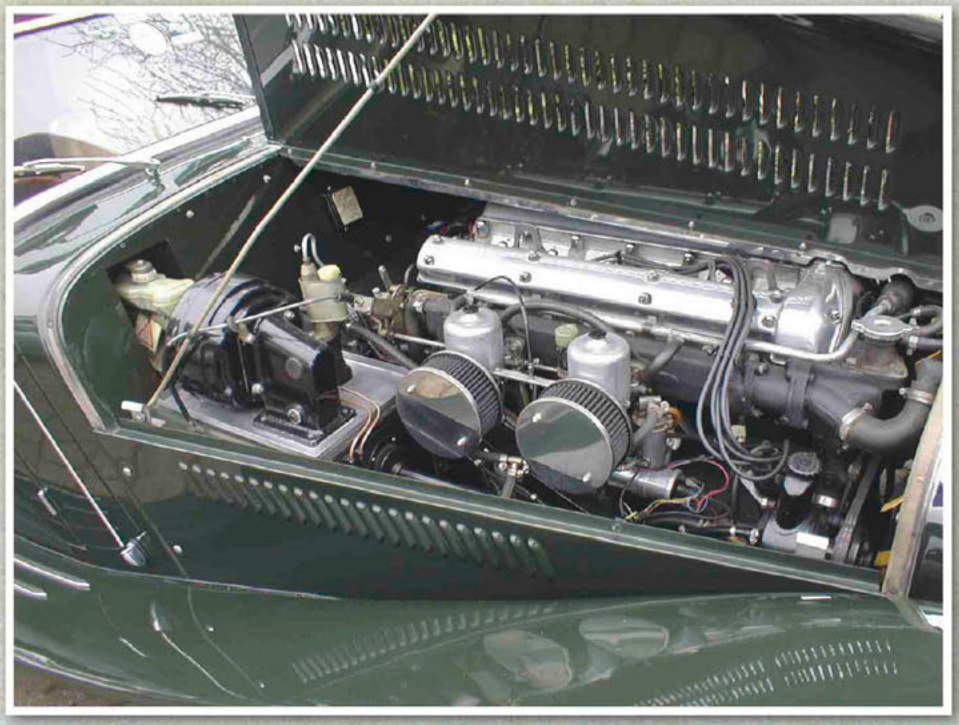
What's in a name?

The Birchfield came about through a British Telecom engineer Nick Topping, who built himself a special using a Rover V8 power unit in 1981. Nick met a local by the name of Clive Smart who ran a specialist body-building company Shapecraft, best known for replica bodies on the likes of Jaguar C-types and Aston Martin DBR1s. Clive really liked Nick's special and thought there was room for development and perhaps production so set about the necessary changes.

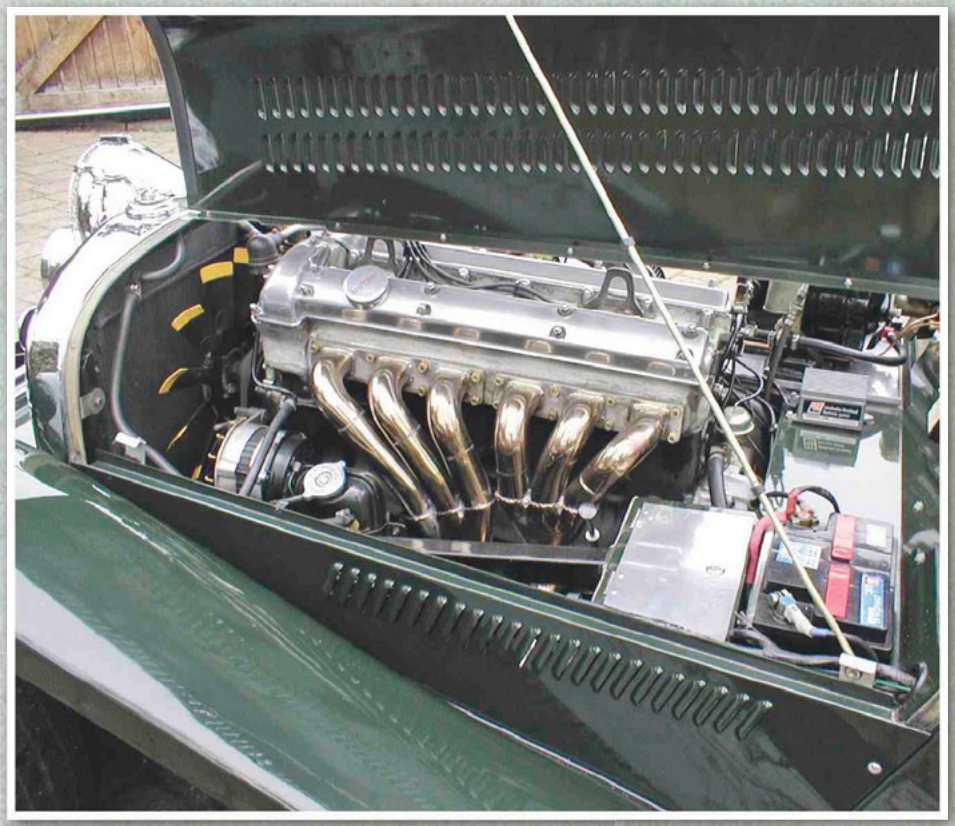
At this point another man enters the scene, local businessman Bob Dadley, who not only ordered the first car but sponsored the development of the car. A launch date was planned for the 1986 Stoneleigh Kit Car Show and although much work had been done in readiness, they didn't have a name for this 'new' car. On one visit to speak to Bob Dadley about the car, Clive Smart stopped off at a fish and chip shop for



A purposeful front reminiscent of 1930s sports cars and note the beautifully crafted chrome on brass radiator grille, and of course, the Jaguar leaper!



Ideally suited to take the Jaguar XK power unit, which was very professionally accommodated.



The fit and finish of everything is as good as a production car. Note the special exhaust system produced for this Birchfield.

something to eat. He was in Birchfield Road, opposite the garage called Birchfield Motors, so he decided to call the car Birchfield.

Design and build history

It is worth pointing out the connection between Clive Smart (Shapecraft) and the Panther Westwinds business (manufacturers of several Jaguar based cars including the J72, de Ville, etc.). Clive joined Panther when the Shapecraft company was opened in Northampton. Shapecraft supplied most of the bodies for Panther designs and eventually bought the company so they had an in-house body builder. Clive Smart joined the business and eventually bought it post-Panther.

Two major alterations were made to the body of Nick Toppings 's original design. Firstly the cycle wings were replaced by traditional flowing wings from front to back, giving the car the look of the Jaguar SS100. As there were no doors on the original, so these had to be accommodated for practical reasons. The end result was that although it was never intended to be an SS100 look-a-like, it has that feel about it, although on a longer wheelbase.

A lot of work was done to make it a viable production product so the spaceframe was reworked and adapted to take Jaguar running gear and the legendary Jaguar XK engine.

Another practicality was that the car needed a hood arrangement so a Panther J72 frame was adapted and the windscreen came from an MG Midget. With all this the car very much resembled (unintentionally) the Panther J72, another Jaguar engined vehicle, very akin to the SS100.

The Birchfield was exceptionally well built, mainly from 16-gauge aluminium. The rear wings for instance were hand formed from three sheets of flat aluminium, and no less than five sheets were used for the front wings. The hinged bonnet incorporated 284 individually pressed louvers, plus 44 in the front valance. Nine panels of brass sheet made up the radiator grille. Reputably the whole body took 250 man hours to build.

The mechanical base of the Birchfield was the Jaguar XJ6 Series 2 or Series 3, with everything hung around a mild steel tubular spaceframe chassis with a very sturdy centre spine, again reputably to have taken 165 hours to fabricate.

The Birchfield was always intended to be supplied as a kit to be built by the owner with donor components from a Jaguar. When launched in 1986 it cost £9200 including Vat (in to days terms around £26,000!). That was before you found the Jaguar donor car and all the finishing touches like bumper bars, hood, sidescreens, etc.

Because of the high cost, the majority of the cars it is thought were either fully built or at least partially built up for their customers and they were directed to another specialist company, Supreme Classic Ltd, for the work. A total of 22 cars were produced when Shapecraft stopped production because of pressure of work on specialist work for other companies.

That, however, wasn't the end of the Birchfield as at the turn of the century, an ex-Spacecraft employee, Lester Martin, emigrated to Australia taking a couple of cars with him. His intention was to set up manufacturing a modified version of the Birchfield but it is not known whether any cars were actually produced as the operation only lasted a couple of years.

Brian Goodwin's Birthfield

Brian has his origins in the RAF as an engine fitter and it is there that he saw his first Jaguar SS100 which made quite an impression on him, so much so that he bought the car for a modest £75! Unfortunately he didn't keep it. Brian has subsequently had a brilliant career in engineering and top secret work for the Ministry of Defence. All this provided a good grounding for him to build his own cars of which he has done several.

For his Birchfield Sports project Brian purchased a 1980 Jaguar XJ6 Series 3 as the donor vehicle. This he completely stripped and all the parts required for the Birchfield were rebuilt using new components. In his view the Birchfield is not a 'kit car' as you have to design and then make all the parts oneself.

It took Brian 1422 hours to build the car over a two year period (May 1989 to May 1991). The wiring was specially built up for the car by Deltaclose Electrical Vehicle Systems. Motor Wheel Services supplied the bolt-on chromed wire wheels, shod with Michelin 215/80/R15 102T tyres.

The engine is the original XK 4.2 litre unit but rebuilt with larger inlet valves, hardened crankshaft and fitted with an oil cooler. Ignition is by MOBELEC, an electronic Model 120. For carburetion twin 2" SUs (AUD 653) are fitted, fed by German Hardi electric Jaguar racing fuel pump, with a second back-up pump in case of failure. Engine cooling is provided by a special 4-core Northampton Radiators unit with chromed 18-gauge brass radiator surround and Bentley radiator grille matrix.

The gearbox is a 5-speed LT77 with extended gearshift mechanism and a Rover V8 clutch. The exhaust is polished stainless steel made by GDS Engineering of Brackley in Northamptonshire. The fuel tank is also hand made, of twenty gallons capacity.

For the steering the original XJ system is used with a reconditioned rack, and a special casting for mounting the power steering pump and extended column conversion. The brakes are standard XJ6 but with copper pipes, SS braided flexible pipes, servo/master cylinder fitted in a reverse position with redesigned brake pedal arrangement.

For weather protection the windscreen is from an MG Midget/Austin Healey Sprite Mark 2 while in this case the hood is also taken from a Midget Mark 2 frame (lengthened), covered with double duck material, as is the tonneau cover and hood bag cover.

The interior was hand built by Gary H Wright from Newport Pagnell (an ex-Aston Martin craftsman) with Bostrom seats covered in ivory Connolly leather and Axminster carpets. The dashboard is finished with burr walnut veneer with a matching steering wheel and gear knob.

For security Brian's Birchfield has a CEL Protector 15 three-circuit immobiliser/tracker built into the wiring loom.

External lighting is providing by Lucas 12" P100 headlamps and 7" sports/driving lamps. And finally the paintwork is built up from twelve coats of cellulose gloss Hunting Dark Green BS381C No. 224, colour PPG FLL0500. If you are wondering what colour this is, it was actually used for painting bombs! This was Brian's ideal colour for such a project apparently.



Seating is specially made and upholstered for the car.



Original Jaguar instruments featured in a veneered dashboard.



Giant Lucas P100 headlamps dominate the front of the car.

A tribute and thanks

Thanks to Brian Goodwin for the article and pictures and he would like to dedicate it to his late wife Rachel whom without her wonderful help and building skills the car would never have been completed. Also many thanks to the *Track Kit Custom* magazine for details taken from their original article on the car in the November/December 2014 issue of their publication.

Quite a large car but well proportioned. The hood and frame were modified from an MG Midget as was the windscreen.



What a view from the cockpit!!

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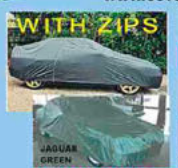
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Leslie Crane's car which has been featured before in these pages.

Tinkering

by Norman Leslie Crane.



Getting down to it and many jobs are capable of being done by yourself with a little help from the magazine, books and DVDs.

One of the joys of owning a classic, apart from wafting around and actually motoring in them, is the knowledge that should anything fail then it may well be fixed fairly easily. Not that I am a mechanical wizard, but the quantity of other enthusiasts who have 'Been there, done that' make it as simple as posting an appeal on the XJ40 Forum and answers, and sometimes even hands on help, is at hand. It won't be the first time that, for a few cups of tea, one member has travelled to another member's house to crawl under his XJ40 and together help fix whatever ails her. These XJ40s of ours and their daily maintenance have been widely covered in the automotive press and numerous publications are available that cover all the possible contingencies. We cannot all be David Marks, but with a reprint from a magazine under my arm I was perfectly able to change the discs and pads on my car without any untoward problems arising. The DVDs from the Jaguar Heritage Trust cover all the models, years and variations, and in my opinion is that if it isn't on the DVD then it probably doesn't exist.

As an (almost) retired electrical/electronic engineer I endeavour to do my best to help other Forum members with their electrical problems and as all the variants of electrical schematics are on the DVDs as well, more often than not a solution can be found.

As far as mechanical items are concerned there is an abundance of help to be had on an array of the more everyday problems. Maintenance is not difficult, and to tell the truth I quite enjoy it, the best part being later telling the other Forum members how you did it (with plenty of pictures, please). Obviously there comes a time when one needs an elevated platform, a specialized tool or the job is just too big and then the solution probably lies in the hands of the Jaguar mechanics, but even so I would rather tinker with my pride and joy than have some young apprentice let loose on her, however good his intentions may be.

In my own particular case for regular oil changes, I take my own oil, my own new filter, my own new sump plug washer and my own torque wrench just to ensure that they don't over tighten the plug and split the sump. The only thing the workshop supplies is the lift. Finicky yes, but I mean she is my pride and joy after all.



If you do get work done by a garage, will they let you supply the parts yourself?

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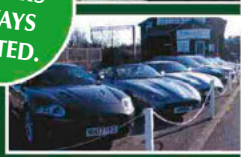
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JAGUAR XF FORUM

This month **Peter Simpson** considers whether Jaguar's XE model will attract buyers away from the XF



In 2008 the XF arrived in the marketplace and immediately began enticing X-type owners to join the new modern age of Jaguar. I know this for a fact because I was one who followed the sweet tune of the piper!

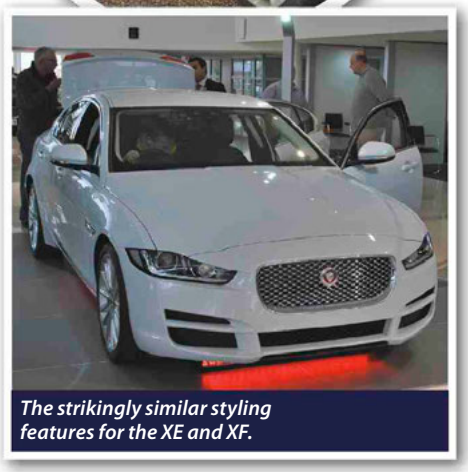
Shortly afterwards, the X-type was discontinued altogether, leaving the XF as the only real choice for the Jaguar devotee in search of a new car for his family or his executive lifestyle. However, seven years later this may all soon be reversed as there is a new kid on the block, one with the potential to lure existing XF owners back into the territory formerly inhabited by the X-type; the world of the 'compact executive'. The new XE has arrived!

XEs will begin rolling into the showrooms very shortly but a few weeks ago I was kindly invited to the lavish premises of our friends at Sturgess Jaguar, Leicester, for a sneak preview of a pre-production model. What follows is not a review of the XE but an examination of whether this very important newcomer to the Jaguar stable is a credible alternative to the XF, a carbon copy in a smaller package, or a different animal altogether and thus one appealing to a different kind of buyer.

A star is born?

The new XE is billed as the most advanced, efficient and refined sports saloon that Jaguar has ever produced. So it's got a lot to live up to. The first two claims are easily accounted for – it's fresh off the design board so incorporates the latest technology (including aluminium architecture) and efficient because it boasts brand new 'Ingenium' engines, the base 2.0 litre diesel emitting just 99g/km; a ground breaking figure for a car in this class. With regard to 'refined,' this is more difficult to quantify and will have to wait until I've taken one for a test drive. However, the final claim of 'sporty' is more debatable. Certainly the 3.0 litre supercharged petrol is blisteringly quick and affords the range a sporting pedigree by association, but even the163PS diesel with a 0-60 time of 7.9 seconds isn't exactly sluggish.

Sporting image also relies on appearance. The first impression of the XE is that it does look strikingly similar to an XF, just tweaked to display a fresher face. It is considerably shorter than the XF but not noticeably so until you compare the side profile and realise that the XE is merely a truncated version, which does impact on the flowing lines and render the car less athletic in appearance than the XF. It still looks pretty good though so don't write it off yet.



The strikingly similar styling features for the XE and XF.

Sporting credentials must also be revealed on the road in terms of handling capabilities, something which again must wait for the test drive, but from early reports the XE's road capabilities are much lauded. So another plus point in its favour.

Desirability is all important in the marketplace. The XE is distinctively a Jaguar and most people will not consider it of less appealing stature in comparison to the XF. In terms of performance and economy you will have plenty of choice to suit all tastes and requirements and thus the XE proves itself a worthy substitute on these grounds too. Ok the rear end is bit clumsy with huge tail lights and the boot is smaller (although more accessible) than the XF, but in essence there's no major drawbacks.

The model on display at Sturgess' was a Portfolio edition and thus well appointed. Nevertheless, even in the



The glittering Sturgess showroom on preview day for the XE.



Bulky rear light display F-TYPE inspired illumination.

unlikely event that Jaguar had chosen to exhibit a base model XE, it must be said that XFs are also available in such guises and we cannot therefore argue the XE lags behind in terms of standard features.

However, I do have to admit to having one problem with the car on show, though accept it was a personal one – I would never choose a white exterior and/or a black interior, they are just not my thing. I have tried not to allow this to influence my judgment and, after all, for Jaguar to display such colours at a promotional event testifies to their confidence in reflecting current fashions.

So at present, it looks like I'm going to recommend the XE as a smaller but worthy alternative to the XF and suggest you update to the new car without delay. But; oh yes, there's always a but…

The all important difference

Importantly, and I would state crucially, the interiors of the XF and XE are fundamentally different, the latter taking its styling cues from the F-TYPE, whereas the XF, in my view, still has no contemporaries to rival its avant-garde interior concept. And this brings me to the nub of the matter; summed up in one word; character.

The XE interior is modern, contemporary and all the other 'buzz' words, but to me it is more conventional than distinctive. When the XF was introduced we all uttered a collective 'wow' whereas the XE merely invokes a 'ho hum'. No doubt Ian Callum and his team deliberated over the interior design at length to provide what they believe the market


The current XF interior – a haven of opulence?


The XE interior – stylish or functional?

craves, so perhaps i am wrong to consider it conservative. However I do not believe it was styled as a deliberate submission to the bland Euro styling familiar to potential converts from BMW or Audi, I actually think this is what is currently perceived as cutting edge design. To have created the F-TYPE interior in this fashion proves it.

Nevertheless, I have full confidence that the XE will be a successful car for Jaguar, being a competent and worthy purchase and more than a match for any rival in its class. On the preview day alone, Sturgess received six orders on the strength of potential customers seeing the XE in the metal for the first time. Perhaps I should have enquired if these buyers presently drove XFs!

On the road the XE looks very similar to the XF and may turn out to drive better and be more functional too. But from within, to my perspective it is an entirely different prospect and not the car to tempt me away from my present XF which, after viewing the XE, now begins to feel more like a 'traditional Jaguar' every day. Who would have thought I'd ever make that claim!

However, let us not forget that a replacement XF has already been approved. The exterior is unlikely to alter drastically but who knows what lurks within?

If current trends dictate and the new XF takes on the same interior corporate persona, then the present XF may go down in history as a short-lived and precious example of freedom in automotive design and I will have to revoke another recent claim I made – namely, the XF will never be a classic!

Back to business

Now that I have persuaded you to hang on to your XFs for a while, I'd like to ask for your involvement over the coming months both for technical issues and potential Forum events. May I gratefully thank members who have been in touch with me since I took on Forum guardianship; it's been a pleasure to respond to your questions, stories and friendly chat. It's all very welcome and assists me greatly with putting together ideas for articles in our Forum pages.

To deal with some technical points first, I have a received a number of queries and experiences regarding wheels and tyres. Cracked alloy wheels appear to be an issue, particularly on larger rims – have you had such problems? If so, were they repaired or replaced and did you approach Jaguar for recompense?

Tyres appear to vary between different cars. What works well on one vehicle doesn't always transfer to another. For example, member Roger Turnbull had good experience of Continental tyres and therefore fitted some to the rear wheels of his XF, only to find them worn out after a paltry 6000 miles. So what have been your tyre experiences? Which brands offer longevity, provide reassuring grip and are perceived as good value. Do you buy top of the range, middle of the road or budget. Let's see if we can compile a useful database to help our fellow XF members.

Finally for this month, may I remind you that I am charged with promoting involvement in specific XF Forum events and would like to gauge the level of enthusiasm for such gatherings. We do have a lot of XFs in the Club and, as I suggested above, they are potentially destined to become classics (I may not be entirely serious there), and so we really ought to be promoting their credentials to the wider world. Please may I ask anyone with any interest in getting together, whether at Club days or individually, to get in touch! My contact details are at the top of the page.


A new generation of smaller and more efficient Jaguar engines coming.

Extended and revised XF range

Obviously building up to the introduction of the new aluminium bodied XFs, Jaguar are keeping the interest alive in the current models. With this in mind Jaguar are now offering enhanced trim packages and the addition of a new derivative: the R-Sport Black.

Featuring a comprehensive list of specification enhancements, including 20" Black Kalimnos alloy wheels and 770w Meridian Surround Sound system, the R-Sport Black offers an additional £8770 worth of value over standard R-Sport models for just a £2100 increase to its On-the-Road price.

Sales of the XF have been increasing every year since launch. It recorded its best year of sales to date in 2014, and helped to drive Jaguar to its strongest full year performance in nearly a decade.

All models in the XF saloon and Sportbrake range now come with Winter Comfort Pack and Parking Pack as standard. That means all models get heated seats and windscreen plus front parking sensors and a rear camera. In addition, higher specification Portfolio, Diesel S Portfolio, XFR and XFR-S variants now all benefit from Blind Spot Monitor as standard, while most models in the range gain upgraded alloy wheels.

To streamline the range, SE, SE Business and Premium Luxury trim levels have been discontinued, as have the 3.0-litre V6 petrol and 240PS 3.0-litre TDV6 diesel engines. As a result, the range now starts with the generously specified Luxury trim.

Specification changes

Luxury

As well as getting the Winter Comfort Pack and Parking Pack as standard, all Luxury models now also come with Gloss Dark Oak veneer. 200PS models also get upgraded from 17" Ursa alloys to new 18" Manra wheels – although cars with the 163PS engine retain the smaller wheels to keep their CO2 emissions to 129g/km. The extra equipment represents an additional £1870 worth of value, with just a small On-the-Road price increase of £600 on 200PS models and £500 on 163PS variants.

R-Sport

All R-Sport models now come with Winter Comfort Pack, Parking Pack and the 380w Meridian Audio system as standard. All versions also now come with the Gloss Dark Oak veneer. 200PS models get 19" Grey Aquila wheels instead of the 18" Lyra alloys. In total, R-Sport variants now benefit from £2460 worth of extra value for a small On-the-Road price increase of £800 on the 200PS models and £700 on 163PS cars.

New R-Sport Black

Available exclusively with the 2.2-litre turbocharged 200PS diesel engine, the new R-Sport Black derivative features a range of equipment and aesthetic enhancements as standard. These include: 20" Black Kalimnos alloy wheels, Black Pack, 770w Meridian Surround Sound system, full bond-grain leather upholstery and 18way Sports seats with memory function. R-Sport Black models come with a choice of five no-cost paint colours: Kyanite Blue, Italian Racing Red, Glacier White, Ultimate Black and Stratus Grey - with the Kyanite Blue option limited to just 100 units. In total, these models benefit from £8770 worth of added upgrades over R-Sport models for a price premium of just £2100.

Portfolio

The price for luxurious Portfolio spec cars has been reduced by £3500. Despite this, it now benefits from the addition of the Parking Pack, Blind Spot Monitor and 19" Artura wheels as standard equipment, while 20" Hydra and Silver Draco alloys have been added to the option list. Suedecloth headliner and metallic paint are no longer standard, plus Portfolio models now come with the 380w Meridian system.

Diesel S Portfolio

Diesel S Portfolio models retain Suedecloth headliner, metallic paint and the 770w Meridian Surround Sound system but now also benefit from the full Parking Aid Pack and Blind Spot Monitor as standard equipment. That's an additional £960 worth of value with no On-the-Road price increase.

XFR

The ferocious XFR gets a host of new spec as standard, including: stainless steel pedals, Speed Pack, Rear View Camera, Blind Spot Monitor and Red Brake Calipers. The extra equipment represents £3760 worth of added value with no On-the-Road price increase.

XFR-S

The range-topping XFR-S now comes as standard with Rear View Camera and Blind Spot Monitor. The On-the-Road price hasn't increased but the extra equipment is worth £860.

2015 Enhancements to the XF range

Trim level	Engine	Body style	OTR price
XF Luxury	2.2 i4 163PS	Saloon	£33,445
	2.2 i4 200PS	Saloon	£34,550
	2.2 i4 163PS	Sportbrake	£35,945
	2.2 i4 200PS	Sportbrake	£37,050
XF R-Sport	2.2 i4 163PS	Saloon	£34,695
	2.2 i4 200PS	Saloon	£36,250
	2.2 i4 163PS	Sportbrake	£37,195
	2.2 i4 200PS	Sportbrake	£38,750
XF R-Sport Black	2.2 i4 200PS	Saloon	£38,350
	2.2 i4 200PS	Sportbrake	£40,850
XF Portfolio	2.2 i4 163PS	Saloon	£37,195
	2.2 i4 200PS	Saloon	£38,700
	2.2 i4 163PS	Sportbrake	£39,695
	2.2 i4 200PS	Sportbrake	£41,200
XF Diesel S Portfolio	3.0 V6 275PS	Saloon	£49,515
	3.0 V6 275PS	Sportbrake	£51,995
XFR	5.0 V8 510PS	Saloon	£65,440
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	5.0 V8 550PS	Sportbrake	£82,495

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A Mark V and Miss Marple

Peter Algar's Mark V will be known to regular readers because we featured the car, which he bought 45 years ago, in January 2013. Having owned Mark Vs since the early 1950s, Peter can surely lay claim to having enjoyed a longer continuous association with these cars than anyone else in the country! Here he tells how the Mark V came to be featured on television.



'Waiting in the wings'. Peter Algar's Mark V on stand-by for filming. *Photo courtesy Peter Algar.*

Having long since retired I have joined an agency that gets me work as a Supporting Artist ('Extra') on films, be they features, TV, commercials, pop promos or whatever. I find it an appealing way of life, with just the occasional call to go to some fascinating location off the beaten track, often not open to the general public. I meet up with others of a similar ilk and who also have had interesting life experiences. We also get fed extremely well!

One such call was to work on Downton Abbey (series four) which included going to London's Kings Cross station. Being a period drama all the taxis outside the station were from the 20s/30s. I got talking with one of the drivers and told him I had an old car. He said I should meet "The boss", who owned all these vehicles, as he might be able to get it a part in a film; Poirot and Marple were suggested possibilities.

I was introduced to "The boss" who asked me to send him a photograph of my Mark V which I did. After a few weeks I got a call from him asking if I was available to get to Dorchester-on-Thames (near Oxford) to take part in an episode of Marple (the TV detective series based on Agatha Christie's novels).

Came the day and, although it was showery and JJ ('Jimmy Jag', about whom I wrote an illustrated booklet for my, then very young, son using various aspects of the car to help him learn to count), never leaves his garage when it's wet, I was committed. After a 4am start and some 120 miles later I duly arrived at the location - an old world village in which the film makers had already been hard at work disguising existing shops to change their names or give them a period look – not a great task as many of the buildings were already period pieces in their own right.

I parked the car according to instructions and went to breakfast – a full English! Emerging from the hotel I was asked by props if I minded them changing my tax disc to conform with the year of the action. I said I didn't mind in the least; would they like me to display the original which I had brought along together with all the other tax discs I had accumulated over the years? They said they

preferred their own version (fair dos as they had, after all, gone to the trouble to research and produce it). Interestingly, theirs was exactly like mine other than the car details.

Now it was the director's turn and he briefed us about the scene to be filmed. The Jaguar was to be driven across the set, after two of the principal artistes had got into it, and then stopped at the far end. That's it! Sounded simple, doesn't it? We waited. Much discussion took place between the director and the crew. Eventually I heard the First Assistant Director (1st AD) call out "Rehearsing!" This was echoed by several others down the line and the road was closed off to the general public. "Action!" The car was boarded, driven across the set as briefed and stopped. The road opened up to the general public again. We returned to our "number one" position which involved reversing the car all the way back to where we started; turning round would have meant doing it again at the start where the road was narrow, making the manoeuvre awkward.

The director then briefed us on how much better we could have done our moves. Another "Rehearsal" call and we repeated it all again on "Action!". And so it went on: rehearsal after rehearsal after rehearsal. Would we never get it right? Alas! the car broke down at the end of this run. I lifted the bonnet on the exhaust side and fiddled. Nothing! I lowered the bonnet, go round to the carburettor side and lifted the bonnet. I fiddled again. Nothing! What could it be? I was beginning to sweat. I was approached by several advisors who were singularly unhelpful. But, joy! The engine suddenly fired up again without rhyme nor reason. We were all relieved - not least me.

The car behaved itself for the rest of the time, thank goodness! It was not until several weeks later when back on my own turf that the sudden and unexpected cutting out of the engine recurred. It did it two or three more times on the same journey and each time I could drive the car a few yards before it cut out again. At last I thought I might know what the problem was because when the engine cut out, so did everything else. It was the voltage regulator, known in some circles as the control box.

But, thankfully it was now time for lunch! We got an hour; chilli con carne (other choices were available) with a whole variety of vegetables and chutney, followed by chocolate gateau and ice-cream and a coffee. After this repast we were called back on set and this time the main principle, Miss Marple, honoured us with her presence. We needed to continue rehearsing but this time for her benefit. More CUT and BACK TO NUMBER ONES.

Finally the go ahead is given: LOCK THE ROAD. ROAD LOCKED came the reply. ROLL CAMERA from the 1st AD. We heard the sound engineer call out SPEED and then the 1st AD called: TURN-OVER, BACKGROUND ACTION (for the benefit of passers-by) and ACTION. As in rehearsal we did this many times and then suddenly the day was over. But not before I'm asked to drive into a quiet area by the church where the sound engineers wanted to do a 'wild track' involving the sound of the car's engine without any extraneous noises. Job done! We wrap. I had tea (a few sandwiches, cakes and a cuppa) and, suitably relaxed, began my journey home.

Going back in time I had had the engine rebuilt to take unleaded fuel – the power unit had to be stripped anyway because I had detected some piston slap. New hardened valves and valve guides were fitted and remedial piston and rings work carried out. I wrote an email to the *Telegraph's* motoring correspondent, Honest John, asking what strength unleaded fuel he thought I should use. He suggested trying the basic stuff to see how the car would perform.

I tried it and there was no evidence of pinking so I was quite happy to carry on using it (I always use Shell and have used it from the days when I first bought four gallons of four star and got change out of £1). When Shell introduced V-Power + Nitro I again wrote to HJ and asked him what he thought this time. He advised that the extra cost was justified because of the even greater mpg I could expect.

My round trip of some 250 miles to Dorchester-on-Thames and back gave me the chance to check this out. I didn't calculate the cost per mile but I was well pleased to find that the fuel consumption rose to 20mpg.

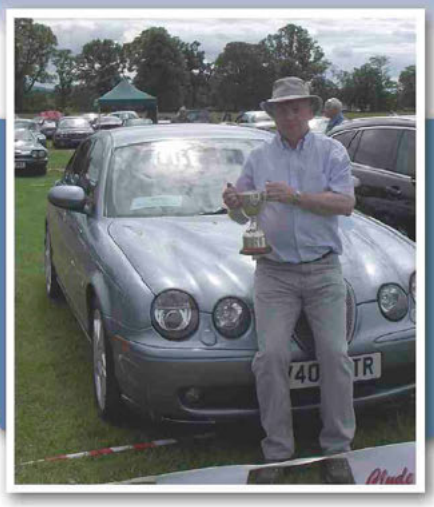
Postscript: The episode which Peter's car appeared in was called Endless Nights and, says Peter, "The engineer who services the car at my local garage just round the corner from where I live asked: 'Did I see your car on TV recently?' 'Yes', I replied. 'You recognised the car, then?' 'No,' he said. 'I recognized the registration number'! Given that the car was being driven fairly rapidly along the road across the set I'm amazed at his sharpness of vision!'



'Centre of attention'. The Mark V is surrounded by the film crew. Since then, the car has suffered minor accident damage – can anyone help Peter out with bumper parts? He needs O.1722 bar lower, plate EZ item 131 in the spare parts catalogue (part of the rear bumper assembly) and O.1702 bar lower, plate EZ item 117 (part of the front bumper assembly). *Photo courtesy Peter Algar.*

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Doug Hunter with his S-type R.

Doug Hunter reports this month

Starting with Forum news and in particular new members who have recently joined.

To start there is Martin, who has a 2006 Black 2.7D Sport. Then we have Thomas, who has returned to the Jaguar fold having been away for a few years, although retaining his JEC membership throughout that time. He also now owns a Black 2.7D, 2008 model year. And yet anther diesel with Rich, an E-type owner who has added a 2007 SE 2.7D to his collection.

Andrew who is from the Scottish Borders, has joined the Club after buying a low mileage 4.2 litre S-type R. Steve who lives in the Midlands is also new to the Club but not new to Jaguar ownership. Apart from owning several other Jaguars, he is now on his third S-type R.

A warm welcome to those who have joined or rejoined, and If you would like to tell us more about yourself and your cars, then please contact me. This invitation also goes out to all our Forum readers.

Next, I would like to air a couple of topics that have been discussed on the Bulletin Board lately.

Quite a few 2.7 litre diesel owners have had problems with the exhaust flexi pipes splitting and in some instances leaking fumes into the cabin. Up to a little while ago the fix was either to fork out far too much money to Jaguar for replacement front down pipes and catalytic converters, or have a local specialist welding firm repair the joints. However Jaguar now have a far more realistically priced repair kit, which appears to be held in high esteem by the independents.

Another topic has been the infamous S-type DCCV (Dual Climate Control Valve) heater valve. You can get lucky and get away with just changing the valve to return the system to fully operational. However in the case of one BB contributor, after getting the faulty valve changed by his mechanic, and finding the problem was still there, all credit to him, he removed the CCM (Climate Control Module) himself, opened it up to find the soldered tracking on the printed circuit board was damaged due to the high current draw from the faulty valve. A replacement module was sourced from the Internet and fitted, thus resolving the problem and restoring the heating back to all areas of the car.

Fortunately the third area that often crops up when fault finding is the heater valve, notably the corroded wiring loom behind the front bumper. This one did not need attention in this case.

Meanwhile, Mike Kennedy continues with his epic suspension and steering guide. This is certainly the place to go for all the information you will ever need to carry out repairs to wishbone bush replacement, wheel bearings, springs and shocks. It is the complete pictorial guide.

Finally, I would like to finish by mentioning the Club's Eastern Day at Ickworth House, Bury St Edmonds, which takes place this month. I'm sure it's going to be another interesting and enjoyable day, and lets hope the weather behaves itself.



All S-types are now getting older and there is always a need for good reliable information on care and maintenance. Whatever you are doing, or have done to your car is of interest to others. Please write in with your experiences

S-type get-togethers

I am hoping to have an S-type Forum presence at this year's Scottish Jaguar Day, being held on 28th June, at the Scottish Antique Centre Doune, FK16 6HG.

I attend this show every year and its always a great day out, organised to perfection by Fife & Tayside Region of the Club. We have a few Members signed up for this already and anyone else north or south of the border would be welcome to join us. I can also advise on local accommodation if travelling from further afield. If interested please get in touch with me at doug.hunter@jec.org.uk



Want to meet up with Doug and other S-type owners in Scotland this year, then contact him for more information?

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Your correspondence and news via **Clive Clark**





Does anyone know of this car?



A 'newly' made Mark X convertible coming soon. What colour would you paint it?





A unique car, a 4-door 420G convertible with a Chevy V8 engine.

Those convertibles

After the January 2015 edition of the *Jaguar Enthusiast* magazine addressed the subject of the Jaguar 420G convertibles, everyone wanted to know more about them.

In Nigel Thorley's book the *Complete Companion* there is a section covering the cars and in particular that in the early 1980s Graig Hinton had come up with a viable conversion:-

"The conversion meant cutting the roof and window frames, welding the rear doors and adding extra structural strength to the sill and under floor areas. New pillarless windows were fitted and (electric or manual) although the rear were only wind down due to lack of space to fit the electric mechanisms. The specially constructed hood and frame were electric driven, with giant rams from the Rolls Royce Corniche. Unfortunately, quite a few of the dozen cars produced did not feature a proper hood as this development came late in the production of the cars.

Most cars went to the USA or Europe and available in White, Pastel blue, two tone blue or two tone green."

Recently I have read on Facebook that there are two of these cars in the Netherlands, so is there any truth in what I read? If you have any details please get in touch and tell us more.

Charles from Classic Restorations (Scotland) Ltd., the people who restored the Jaguar 420 convertible, told me that they provided parts for the Hinton cars on occasions and had now been in touch with Russ Cannar who is looking to build a 420G convertible of his own. We hope Russ will submit articles on the car in due course.

I have also been supplying parts recently to another company in the UK who are building a Mark X convertible. The roof is currently off and the serious bodywork has commenced. I have also been promised a full report on this car.

This is the car following door surgery; the standard front doors never really worked and looked far too short for a two-door car. They think the fact that the car doesn't look particularly large is confirmation that the balance is now right with 9 inches spliced into the doors.

The question they now have is what top-coat, preferably of the period would suit this car, any ideas? They have samples of Jaguar's Light Blue which turned out too dark. Then Cotswold Blue which was darker still. They want to use a particularly light, but genuine Jaguar blue.

Lastly this month does anyone know more about this 'unique' example?

And now what about this? This car has been converted from a conventional saloon into what maybe the world's first four door convertible, using a Mark X basis. It has also been fitted with a small block Chevy V8 350 engine with a 4-speed gearbox.

More on convertibles

I attach a small advertisement from Graig Hinton's Classic Cars of Coventry period, which included the convertibles previously mentioned. The advertisement I scanned from the back cover of a 1981 JDC Silverstone Race Programme that fell into my hands recently.

This was an annual event staged through the 1970s and early 1980s that I regularly attended and much regretted when it was eventually discontinued.

Regarding the convertibles I actually saw one such car in its bodywork welding and fitting stage (but don't recall meeting Graig in person). This was at one of the visits I made to the company in the early 1980s in Hinckley, to buy parts.

Heinz Reutersberg.

Editor's comments: *I too remember those Silverstone events and Graig Hinton's appearance. On one occasion, I think the first time I saw his convertible conversions, Graig turned up in a two tone blue 420G (without a hood). It had a towbar fitted onto which was a trailer containing another 420G convertible in two-tone green, also without a hood at the time.*



Classic Cars of Coventry

THE JAGUAR SPECIALISTS

Manufacturers of custom built Jaguar convertibles, suppliers and builders of speciality vehicles for the film industry, retailers of new and used Jaguar parts, shot blasting, metal polishing, coach trimming, full service and bodywork facilities. All work carried out by factory trained engineers of unrivalled experience — ON OUR OWN PREMISES.

1948 Jaguar SS 3½ (photo). Choice of two. Both outstanding value, on the road with full M.o.T.'s etc. Example shown has had much renovation carried out including trim, bodywork, new tyres, chrome etc. £4,750.

Jaguar Mk I & II. photo shows a 3.8, we have 3 of these, 5 3.4's and 3 2.4's. Conditions vary from scruffy to superb and prices accordingly.

Jaguar Mk X & 420G We almost certainly have the best selection on offer, including a fully renovated L.H.D. Mk X, photo (at Assen Automuseum in Holland) and an 18,000 mile 420G at £5,250. Plus 10 more from £750.

Mk. X and 420 Convertibles. Orders now being taken for these magnificent motor cars for 1981 delivery. (photo)

1950 Cadillac 2-door Coupé. A fabulous low mileage one owner example of this very rare model especially imported from the USA, fitted automatic transmission. Smoother and faster than any other classic of its era, £5,750.

Jaguar 420, Sovereign & 'S' Type, several to choose from including a superb Sovereign at £2,250, a manual 3.4 'S' at £2,500 and a 3.8 'S' auto at £975.

Jaguar Mk VII, VIII & IX, from £500 to £4,750. 2 low mileage, one owner Mk VIII's, 2 very good Mk VIII's, 1 exceptional Mk IX and several others to clear. 'V12' E-TYPES 2+2. A manual and an auto. Both exceptional, low mileage cars from £4,950.

A selection of other interesting vehicles:
1925 Studebaker, 1950 Armstrong-Siddeley, 1959 Austin Princess L.W.B. Limo, Volvo, P.1800 Sports, 1964 Jensen CV8, 1967 Daimler Majestic Major L.W.B. Limo's (choice of 3), 1967 Reliant Scimitar 3-litre by Ogle.

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Left: An original advertisement for the convertible.

Below: Nick and Pam Mitchell's 1963 Mark X, believed to be one of Graig Hinton's conversions.



Film star

Several models produced by Jaguar have been popular in films and TV series like Inspector Morse but until last week I had never seen a Mark X being used in a film.

We saw Begin Again staring Mark Ruffalo, Keira Knightley, Hailee Steinfield and others. This was rather coincidental as a picture taken from the film appeared in these pages in last month's magazine.

The film was written and directed by John Carney who wrote the script for the film and employed Greg Alexander to compose most of the film's music.



Film star Mark X. Does anyone know of others?

Keira Knightley plays a singer-songwriter who is discovered by a struggling record label executive (Ruffalo) and collaborates with him to produce an album recorded in public places all over New York City. The film was nominated for an Academy Award for the best original song.

What made the film special for me was that Mark Ruffalo drove the dark blue, possibly black, Mark X and the car gets a lot of exposure on film.

Rudy Schats.

Editor's comments: *Mark Xs and 420Gs have been featured many times in films and TV series. As well as above, several episodes of TV productions like The Saint features such cars and in an episode of the 1960s TV series Gideon of the Yard, not one but two identical Mark X appear at the same time, both making 'feature' appearances. Does anyone else know of such appearances?*

FLY 1

With reference to the photograph of the Daimler Majestic Major registered FLY 1 in these pages, this car belonged to Sir Jack Brabazon. The reason for the registration number was that Sir Jack held the first pilot's licence issued in the UK. I worked many times on this car and its predecessors, namely a Daimler 104 and a Daimler Majestic.

During my time at Stratstones in Brixton Hill (Stratstone's London repair shop) between 1960 and 1970, I was tasked with changing all - and I do mean all - the Majestic Major limousine's centre steering arms. This component would snap during parking due to the force exerted by enthusiastic chauffeurs trying to park in the streets of the West End of London. This task took many weekends and in fact paid for my wedding.

I enjoyed my years at Stratstones, leaving to start my own workshop. During my time I worked on Lancaster 10 and 14, all Daimlers from DB17 right through to what we referred to as the Daimler/Jags - we were not very impressed with that, even if it was produced at the behest of Stratstones. I spent lots of time working on the old DE 36 limousines and hearses as these were used by the Co-0p Funeral Services. This was the old Daimler ambulance chassis from the LCC - it was a car, not a van, so the ride was very superior to the modern ambulance. I could tell you many stories about those vehicles, some of them unprintable!

Terry Wadman.

Collecting Jaguar Automobilia

email: ian.cooling@invictanet.co.uk Tel: 01233 812416.

Jaguar/Bertone Pirana

Ian Cooling focuses on just one car this month – but what a car!



The story of the Jaguar/Bertone Pirana is a most impressive saga of creativity, engineering and teamwork spanning just six months from March to September 1967. Design and build of the car itself actually took less than five months.

Remember - this was nearly fifty years ago in the era before CAD/CAM design, photoshopping and all the other whizzy computer tweakery available to today's designers and engineers. By any standards, this was an absolutely staggering performance.

The genesis of the car was a discussion at the Geneva Motor Show in March that year. Courtenay Edwards, motoring correspondent of the *Daily Telegraph*, was part of a debate among fellow motoring journalists about the ideal car. They pulled the cars of that year to pieces – Ferrari and Aston Martin engines, Maserati and Lamborghini bodyshells and brakes and suspensions from Jaguars and Lotus.

Edwards discussed this later with John Anstey, Editor of the *Daily Telegraph* Magazine. After mulling it over, Anstey dropped his bombshell – "Why don't we actually build one for the motor show in October?" He laid down some criteria: it must be a runner, not an engine-less push-around concept car. It was to be built with components actually in production and available to the public. The latest aids to safety, comfort and performance were to be built-in. Through some inspired wheeling and dealing, Anstey then acquired a startling budget of £20,000 (approaching a quarter of a million pounds today!).

Then the tempo increased sharply. The decision was taken to use the E-type Series 2 2+2 as the platform. Nuccio Bertone, head of the Turin-based Italian design house, was approached to see if he would handle the design and build of the coachwork. He agreed and with his Chief Designer, Marcello Gandini, began work in May. Full-scale drawings were ready in June and by the end of July, the wood-based styling buck was ready. Then the craftsmen metal workers took over to hand-craft that most elegant bodywork in August, followed by the interior fitters and trimmers.

On 26th September, the finished car was ready to be air-lifted to London to take a starring role at the Earl's Court Motor Show on Wednesday, 18th October.

The car went on to other motor shows in Turin, Montreal and New York before being sold by Parke-Bernet Galleries in Massachusetts in May 1968. Seemingly John Anstey was under some pressure to recoup some of the costs! It sold for $16,000. Around three times the cost of the E-type on which it was based but around £130,000 in today's money. The buyer was not identified but rumoured to be an Ohio businessman who saw the car at the New York Show and decided there and then that he had to own it.

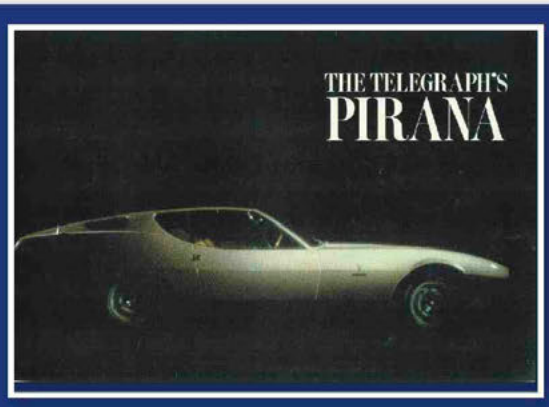
The car then went to ground for several years while it went through various hands in the UK and the States before surfacing on eBay (of all places!) in October 2010. It attracted three bidders but did not reach its reserve of $195,000. It was re-offered at $150,000 but attracted no bids. By this stage it had been repainted dark green, which did not show off those fine lines at all well, and the original manual gearbox had been replaced by an automatic.

It was eventually bought by a Californian collector, Ed Superfon, who restored the colour back to a pretty close match for the original silver grey. He also fully restored and re-trimmed the interior and generally tidied the car up. It reappeared in its new full glory at the 2012 Concorso Italiano at Monterey.

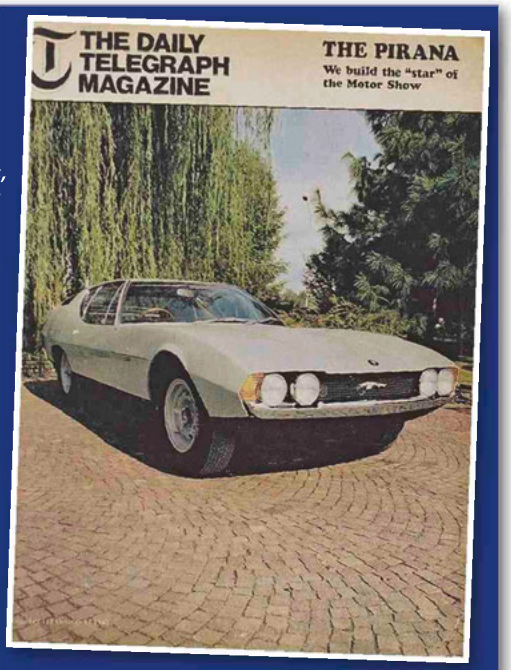
An extraordinary story of an extraordinary car which is one of my top two 'Non-Jaguar' Jaguars. Regular readers will know that the Lynx Eventer is the other.

Looking at the lines of the car in the accompanying photos, you may think that they look a little familiar. Next time you see a photo of a Lamborghini Espada, the penny will drop. That car was also designed by Marcello Gandini, the year after he penned the Pirana. The story is that the styling bucks for the Pirana were used to shape the Espada bodywork.

Over now to the pictures with my usual invitation – if you have any query on the Pirana, its automobilia or, indeed, any other Jaguar automobilia, please do not hesitate to ask. My contact details are at the top of the page.



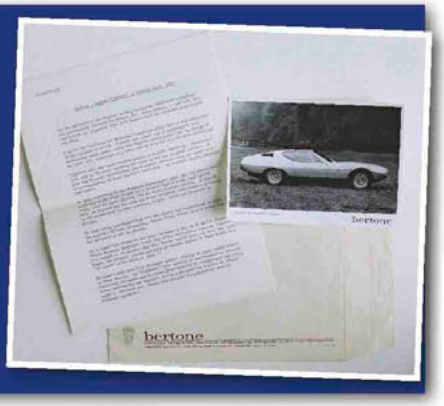
This is the Pirana item most often seen. It is the four-page publicity flier distributed free with the Daily Telegraph Magazine in October 1967 when the Pirana was launched. Front and back cover are in full colour with a mono centre page spread. Full credits are given on the back page to the suppliers who contributed so much equipment and time against a very tight schedule.



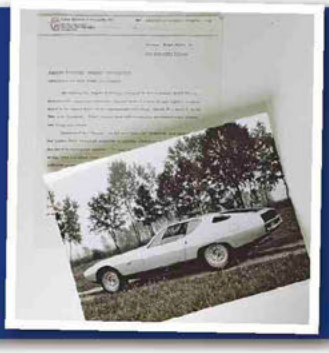
The 13th October 1967 issue of the Daily Telegraph Magazine carried a fully-illustrated eight-page account by Courtney Edwards, the paper's motoring correspondent, of the genesis and birth of the Pirana. The following week (the week of the 1967 Motor Show), a three-page article showed the design and build of the car at the Bertone factory in Turin, month-by-month.



This is the much rarer brochure produced for the Pirana's appearance at the New York Motor Show in 1968. Printed in mono throughout with different photos that are better suited to mono. This brochure was only sent to the media and a small number of the public, especially those interested in the up-coming Parke-Bernet Galleries classic car sale on 27th May in Massachusetts that featured the Pirana. That sale was advertised on the back of the brochure and on the day the car sold for $16,000 – around £130,000 at today's prices.



This is Bertone's own press pack for the Pirana. It was used at the London Motor Show and distributed to the UK press by Bertone's agents in UK. There is a very detailed four-page press release and two mono photographs. The press release gives especial credit to the international team brought together to create the Pirana within an extraordinarily short period of time.



This is the Pirana press pack used for the New York Show in April 1968 and also to announce the sale of the car by Parke-Bernet Galleries at their Massachusetts sale in May. It includes releases from Jaguar Cars, the New York Show organisers, the US agents for Smiths Industries (major suppliers to the project) and Parke-Bernet Galleries for their up-coming auction.



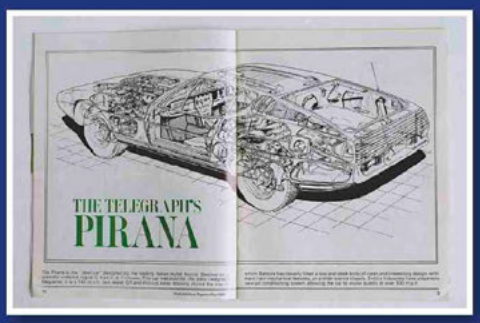
One of the more detailed and well-illustrated reports on the Pirana was contained in the 3/67 issue of the Italian coachwork bible Style Auto. Eight pages in all with photos in colour and mono; several of which I have not seen elsewhere. In Italian of course, but if you find a copy, I'll be very happy to send you a copy of the translation I acquired from an Italian chum of mine.



There are two very good plastic model kits for the Pirana. Both are in 1:16 scale and both made in Japan. This one is in the Otaki Peerless series of models. There were several issues of the model; the boxes changed, but the kits remained essentially the same. The other (not shown) is the Fijimi kit, released in 1991. The experts tell me that in terms of quality and the general looks of the built models, the Fujimi kit has the edge.



I have tracked down very few die-cast models of the Pirana. This rather tatty 1:43 Politoys model (No 588) came from eBay. The same company offered several colour schemes. As well as the correct silver-grey, there are such startling variants as this rather bright yellow, a dark green and a turquoise blue - all with or without go-faster stripes!



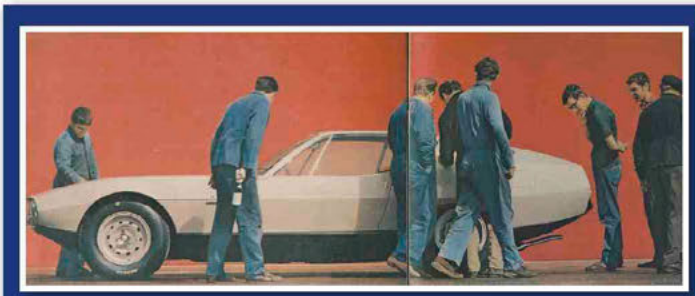
The Pirana also caught the eye of the then editor of the North American EJAG magazine, Lori R. Toepel, who ran a five-page article on the car in the May 1982 issue. Interestingly, this includes a photo of the car carrying UK registration no TGF 1F at an EJAG North American rally in 1977. At that stage it still carried the original silver-grey colour scheme.



The Pirana in its dark green colour job five or six years back, around the time it was offered on eBay.



The car restored back to the original silver gray by new owner Bob Superfon. This photo was taken at the 2012 Concorso Italiano at Monterey. (photo: conceptcarz).



And finally, my favourite Pirana photo. Bertone craftsmen pause on the way to lunch, to judge by the bottle of wine, to admire their latest creation (photo: Daily Telegraph Magazine)



X-308 Forum

1997 TO 2002

XJ8 3.2, 4.0, XJR, DAIMLER EIGHT, SUPER V8 MODELS

Forum Co-ordinator - Joe Turner - Email: joe.turner@jec.org.uk
Technical Assistance - David Marks Tel: 0115 982 2808
Email: david@davidmarksgarages.co.uk
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Bodywork & Paintwork - Keith Parrington Tel: 01323 720009
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Gear shift interlock failure

Q I have been unable to move the gear lever out of park on my 1998 XJR, except by using the interlock over-ride on the gear housing. I have also noticed that the three brake lights are not working and no messages show on the dashboard readouts indicating bulb failure.

I appreciate that the interlock is dependent on the brake pedal being depressed but not having access to a wiring diagram, could you shed any light on the matter? I have failed to identify any type of microswitch at the brake pedal and inspite of not being very athletic, now assume there isn't one. I have also checked the fuse and relay in the boot (high level light only?) and these are ok.
John Bell.

A **David Marks comments:** *The gear select interlock does take its input from the brake pedal switch. As you have no brake lights, it is a reasonable assumption that the brake pedal switch has failed. Yes there is one!*

It is conveniently tucked up right inside the pedal box from underneath the car so you do need to be a contortionist to change it!

The part number for the switch with cruise control is LNB 6420 BB and without cruise, it is shown as the same so maybe Jaguar have defaulted to the same part number for ease of stocking.

Fluid recommendations

Q I have a 1998 XJ8 4.0 litre and wonder what anti-freeze is recommended for the system on this car, is it normal ethylene glycol or not? I keep getting a coolant level low message on the dashboard but the level seems ok so can I assume the coolant level sensor is at fault? If so, are these difficult to replace?

I also wish to carry out an oil change so can I use normal 10-40 or does it have to be a semi-synthetic type of oil?

Talking of oils I also wish to change the automatic transmission fluid as the engine has done 108,000 miles. I understand there is a cheaper mineral oil on the market than using the Jaguar recommended oil, is this correct?
Richard West.

A **David Marks comments;** *As a 1998 car you can use ethylene glycol anti-freeze. Yes the sensor may be at fault and it is tricky to replace as it clips into the underside of the expansion tank so it is easier to remove the tank to do the job.*

Regarding engine oil we only use synthetic 5 w 30 oil in these engines and we only recommend using Esso LT71141 oil for the transmission. However, if you look at the internet, it is possible to purchase this oil cheaper than through a dealer.

Messages and wiring issues

Q I have three issues with my 2001 Daimler 4.0 litre. When I start the engine, an amber light comes on with the message 'Trac not available'. This message disappears once the engine has started. I first thought this was caused by the cold weather and the possibility that the tracton control did not work in icy conditions.

Secondly the boot light comes on when you open the lid, but if the lid is opened more than approximately 30 degrees, the light goes off, what is causing this problem? The boot can be opened by the remote but not the actual button on the boot lid.
Richard Sparkes.

A **David Marks comments:** *The Trac signal may indicate a poor condition battery, or maybe just the cold making the battery go down slightly. Often when an engine is sluggish to turn over, this signal may come up, so keep an eye (and ear) on the state of the battery.*

I suspect the boot light and lock issue will be down to a broken wire or wires in the boot lid harness, where it is attached to the right hand boot hinge. It's a common problem referred to by many before. Removing the plastic hinge cover will reveal the loom and then cut away the loom bindings to expose the wires and check carefully for any breaks and kinks.

Fuelling and smells

Q We run a 1994 car with 130,000km on the clock. The problem is that when the engine is hot the exhaust carries a very strong odour, not unlike a carburettored engine fro the 1970s.

I have renewed both 02 sensors as a scan showed the left hand heated oxygen sensor, but the right hand exhaust seems to have a slightly stronger smell to it. It doesn't smell like a vehicle with crook catalysts but having said that, the cats on the left hand side appear original. On the right hand side there appears to be only one small cat in the centre of the front pipe, is this correct?

The other thing is that the injectors are, or seem to be very noisy. The pressure is 3 bar rising slightly on full acceleration which would be normal I assume at around 3.5 bar. You can feel quite a pulse in the fuel lines when the engine is running, so could this contribute to smelly emissions?

One other issue is that the air injection pump is seized and has the electric wire disconnected.
Wayne Clark.

A **David Marks comments:** *This is a very difficult one to diagnose without seeing and inspecting the car in some detail.*

However, a very common problem is poor earthing of the engine management system, so the first thing I would check is to clean the earth connections in the boot, adjacent to the battery, including the main battery earth and also add a good, thick, earth wire from the back of each inlet manifold to a clean earth point in the engine bay. Also clean up the existing earths in there as well.

You might also check the distributor cap and rotor arm. Any signs of burning or erosion on either or both of these, then replace them.

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JAGUAR enthusiast Regional News



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Welcome to the May Regional news, this is also available to Club members in digital format. Click on any web address and you can go straight to that site. Email addresses are also linked.

Thank you for your contributions for this section of the magazine. However, not all Regions submit reports for the magazine. A full list of Regions can be found at the end of the Regional news and this information is available on the Club website www.jec.org.uk for confirmation of meeting dates and events refer to the diary pages on the website or contact the individual Regions.

Submitting Regional reports

Please email your reports (maximum of 250 words please) and good quality pictures to me david.bates@jec.org.uk by 4th May, anything received after that date may not be published in the June magazine. The use of Arial font in size 12 point is preferred. Please do not format the document or use highlighting, underlining or abbreviations.

Guidelines on submitting pictures

Good quality pictures should be supplied to me attached to an email in jpeg format and identified to tie in with the text with an appropriate caption. Please do not alter the image with imaging software or embed it in your text, as it cannot then be used in the magazine. Your submitted picture may be used here and/or on the Club's Facebook page. If you want to link to a gallery of pictures from an event on your own webpage please provide the web address.

The Regional News is edited and submitted for publication by David Bates. Submissions may be edited for reasons of length or accuracy or the relevance to the wider readership of this section of the magazine. Please contact David direct regarding these pages.

France - South West France, Aquitaine

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At the end of March, 29 members in 13 Jaguars took part in 'The Big One' in Spain, along with members from JEC Spain and JEC Val de Loire. A total of 128 members in 65 cars spent the weekend in a castle in Siguenza, north of Madrid. There was a gala dinner and auction on the Saturday evening, where €1,200 was raised for charity. On the Sunday there was a rally to Soria involving 73 Jaguars. We were away for up to 6 nights and everyone returned home to France safely. A big thank-you to Eric Arnold and his team for organising such a great event.

On 31st May we are visiting the recently renovated Chateau de la Mercerie in Magnac-



France, our cars in Spain.

Lavalette-Villars (16320) followed by an auberge lunch in nearby Chavenat. Full details are on our website and the closing date is 15th May.

À la fin de Mars, 29 membres dans 13 voitures (tous étaient Jaguars) ont participé à «The Big One» en Espagne, ainsi que des membres du JEC Espagne et JEC Val de Loire. Un total de 128 membres dans 65 voitures a passé le week-end dans un château à Siguenza, au nord de Madrid. Il y avait un dîner de gala et vente aux enchères le samedi soir, où € 1200 ont été amassés pour la charité. Le dimanche il y avait un rassemblement pour Soria impliquant un total de 73 Jaguars. Nous étions loin pour 6 nuits et tous rentrés en France en toute sécurité. Un grand merci va à Eric Arnold et son équipe pour l'organisation de ce grand événement.

Le 31 mai, nous visitons le Chateau récemment rénové de la Mercerie à Magnac-Lavalette-Villars (16 320), suivie d›un déjeuner auberge dans les environs de Chavenat. Tous les détails sont sur notre site et la date de clôture est le 15 mai.

Hungary

győrfi györgy gygyorfi@freemail.hu See website or email for details www.jaguarclub.hu Hungarian Jaguar Club 1162 Budapest Mátyás király u. 82. Email: információ@jaguarclub.hu

Cat's whiskers: spring weekend in the countryside of Hungary.

We have beautiful spring weather in Hungary and it was time to swarm out with the Big Cats to the countryside. The Hungarian Jaguar Club organised a "picnic tour" to the hilly part of northwest Hungary in March.

20 fascinating Jaguars and approximately 50 people took part in the 250-300 miles tour. The meeting point, where the members had accommodation too, was the Szarvaskút wellness hotel near the town Zirc. Following to a pleasant dinner on Friday a substantial tour was accomplished on Saturday. The group at first visited a protected windmill in Tés then the ruins of the Csesznek castle where the group enjoyed the common and rich picnic lunch. The visit to the first Hungarian Benedictine monastery, the more than thousand years old Pannonhalma Archabbey crowned the day. In the evening the Pannon Csillagda at Bakonybél (planetarium, exhibition and observatory) was the last visit of the Saturday trip.

The event finished on Sunday when the convoy first drew to Zirc and the team visited the Cistercian Abbey. Next another thousand-year-old church, the unique rotunda of Öskü was visited combining with another picnic lunch. The last stop was at the Thury castle in Várpalota.

Beside two well known oldtimers three recently refurbished and registered old Jaguars were introduced during the tour: a Mark IX (1961), an XJ6 S3 (1979) and an XJ12 HE S3 Arden (1981).

It was a remarkable event. Members are looking forward to the next picnic weekend.

Author: Vámos-Hegyi Attila

Photos: Gazsy Csaba



Hungary some of our Jaguars at our recent event.

Czech and Slovak Republic

Evžen Reitschläger, prezident klubu JEC pro ČR a SR. Mánesova 925, Vlašim, 258 01. Mob: 603 235 637. Email: evzen@jec.cz Web: www.jec.cz

For more information about the Club in the Czech and Slovak Republic please see our websites: http://www.jec.cz/jaguar-meeting-prague-2015 or htmlhttp://www.jec.cz/jaguar-meeting-prague-2015.html.

To see some photographs ofour trip to Slovakia in 2014 please see:

http://www.jec.cz/jaguar-slovakia-tour-2014---report.html, https://plus.google.com/photos/116869040432820365453/albums/6050089199966084705, http://jag-jgj.rajce.idnes.cz/2014-5-Jaguar_Slovakia_Tour/#

We also have a Facebook page https://www.facebook.com/jec.cz?ref=aymt_homepage_panel

Spain

Eric Arnold 609931647 or jaguarspain@outlook.com Events Manager: Ian McMenemy McMenemy@JEC-events.com. www.jec-spain.com

Eric Arnold reports from the world of Jaguars in Spain. We excelled ourselves this time. After many months of planning and organisation "The Big One" as it became named finally happened. The Jaguar Enthusiast Club Spain headed North to Siguenza where we met up with Club members from France and Jaguar owners from Madrid, culminating in the biggest collection of classic Jaguars ever in Spain. 73 Cars and 151 people. You can read a report from Graham Searle, who attended the event, in next month's magazine.

Our next lunch event is planned for Sunday 10th May. We have had to change our original planned location, due to Rebate being fully booked through out May for the Spanish communion celebrations.

The new location will be a return visit to one of the clubs favourite restaurants; we are going to La Cova in El Campello.

Avon – Bristol

Dave Hill, Chairman 01179 491011 The Olveston Sports and Social Club, Queen Alexandra Memorial Pavilion, Alveston Road, Old Down, Bristol. BS32 4PH. First Monday at 8.00pm.

On Easter Sunday we attended the Sea Cadets show on the Beach Lawns at Weston Super Mare.

Our next meeting is on 11th May, please note the change of date.

We are looking forward to our Morgan factory visit on 4th June.

Please keep an eye on the website and regional magazine for more events throughout the year.

Berkshire - Thames Valley

Peter Freelove. 01249 249864 peter.freelove@jag.org.uk http://www.jag.org.uk/index.html Club Night Venue varies see below for this month. Third Monday from 8.00pm.

The Region held it's AGM in March and the previous Committee members were all voted back for another year, including me as your Chairman and Regional Representative; as I was reminded "if it ain't broke don't fix it". There were additionally two members who volunteered to join the Committee and were duly voted in, Jenny Ward and Shane Ashley-Carter, thank you and welcome. This month we are holding our annual Sports Car Day at Hambleden, near Henley on Thames, on the village sports field, behind the Stag and Huntsman pub RG9 6RP. All makes and ages of cars are welcome, so spread the word, entry from 11.00am, bring a picnic if you wish, (no BBQ's). If you are interested in visiting Bletchley Park in June and have not yet contacted me, please do so as soon as possible. New Club members will be made very welcome to join in any of our Regional events, details can be found on Regional and Club websites.

Bucks and Herts

Lesley Abrams, Chairman/Secretary, lesleyjec1@talktalk.net Golden Eagle, Ashley Green, near Chesham, Buckinghamshire HP5 3PW. First Monday.

A dozen Bucks and Herts members rounded-off a sunny Easter Monday with an evening at our regular Noggin-and-Natter venue, the Golden Eagle, Ashley Green, Chesham. The first Regional event of 2015 took place on Sunday 26th: a joint Drive It Day with London and Middlesex Region visiting Ruislip Lido.

May will see several members participating in the Eastern Event on Sunday, 17th May. In June the Region will take part in St Leonards' Fete (Saturday 6th), the RAF Northolt Family Day (Saturday 13th), Luton Festival of Transport (Sunday 14th) and Radlett Classic Car Show (Saturday 27th).

The full events programme and other background details can be seen on the Bucks and Herts page of the Club website.

Cambridgeshire

Philip Bell 01480457015 or Chris Hallworth 01223 441499. The Old Ferry Boat Inn, Back Lane, Holywell PE27 4TG. First Tuesday at 8.00pm

Having enjoyed a long Easter Weekend, our first outing of 2015 on 7th April, was a conducted tour around TRGB Limited, Unit 1, Sycamore Industrial Estate, Long Drove, Somersham, Huntingdon, Cambridgeshire PE28 3HJ. I hope all went well on this visit at where they restore these iconic cars.

REMEMBER, we are again out and about on Tuesday 5th May. This month we visit George Lister Engineering Limited, Queens Business Park, Wilbraham Road, Fulbourn CB21 5GT. The conducted tour is due to commence at 6.30pm so please be sure to arrive in good time.

Also, on Sunday 17th May, we hope to have a Regional Area at the first National Eastern Day, which is to be held at Ickworth House, Ickworth, Horringer, near Bury St Edmunds. Space for twenty cars, plus our shelter to keep the sun off, has been applied for but at the time of writing confirmation has yet to be received that our request has been granted. Eleven of the requested spaces are already taken so if you would like to join us please contact Chris Hallworth on 01223 441499 or: hallworth@btinternet.com as Chris has 'the list'.

Our next opportunity for a 'noggin and natter', other than for those who have gone to Ireland, will be on Tuesday 2nd June at the Old Ferryboat Inn, at 8.00pm, unless another outing has been arranged, so make sure you read your magazine for June for an update on what's happening.

Cornwall

Barry J. Hartman, Astral Classic Cars, Sithney, Helston, Cornwall, TR13 0RN, (0)1326 574097 or Mobile (0)7768 511911. astralclassiccars@btinternet.com. Tricky's at the Tolgus Inn on the northbound carriageway of the A3047 just outside Redruth TR15 3TA|. Last Wednesday at 7:30

Please contact Barry for details of forthcoming events in Cornwall.

Cumbria and The Borders Solway Jaguar

Hadleigh Ruddick mailto:Hadleigh@brproperties.co.uk. www.solwayjaguar.co.uk The Stoneybeck Inn, CA11 8RP – on the old A6 3 miles north of Penrith off M6 junction 41.First Tuesday from 7.30pm.

We would love to hear from new Club members in the Region this season so please come along to any Club night. They are free of charge and we are a sociable bunch who meet regularly at the Stoneybeck Inn on the A6 near Penrith All are welcome including family, come and join us for a relaxing evening. Meetings are the first Tuesday of the month at 7.30pm we look forward to seeing you there. Solwayjaguar.co.uk

Derbyshire

Barrie Birkin, Chairman, abbirkin@hotmail.com, Roger Wood, Newsletter/Events, 07767 290104, email roger.wood@haddonpaper.com The Robin Hood Inn, Baslow, Derbyshire DE45 1PQ Second Tuesday from 7.30pm

We had a turnout of 27 for our noggin and natter meeting in March, which was more than expected for the time of year. Plans for 2015 were discussed and with our AGM next month all will be finalised by then. In addition to our regular meetings we plan a visit to the Midland Railway Trust at Butterley on Sunday 17th May, and plan to join our colleagues from the North East and Ridings regions for the Classic Car Show at Harewood House on Sunday 21st June. We have a few other events planned but more will follow next month.

At our meeting on Tuesday 12th May Matthew Quail, the owner of Sheffield Prestige, will give a short presentation of the company and their facilities. They are independent specialists in both Jaguar and Land Rover. I suspect a few members use them already, but this is a good chance to meet Matthew and see what they can offer. They tend to specialise on the more recent models plus they have a number of used cars for sale.

On Sunday 17th May we will visit the Midland Railway Trust at Butterley near Ripley, where one of our members Ian and Diane Bamford are volunteers and are organising a programme for the day. I will circulate details later, but if anyone wants to come then please give me a call.

Devon

Chairman, Ian Lock thelordlock@gmail.com or 01395 567820 The Gipsy Hill Hotel, Pinhoe, Exeter, Devon, EX1 3RN last Wednesday at 8pm during the winter months. Spring, Summer and Autumn Club Nights and Events can be found on the web-site www.jec.org.uk select Regions, Devon and Events.

We have now completed our winter season of guest speakers, varied and very interesting they were to. We are now into the spring and summer and our monthly meetings will all be held at various watering holes around Devon and Somerset, beginning with The Fishermans Cot at Bickleigh any time after 6.30 pm. So far we have had two trips out over the moors this year with several others planned. Book your place for the Tavistock steam show at the end of this month if you have not already done so, there will be a group travelling together from Exeter services. The Great West Jaguar And Classic Car Show is rapidly approaching on Father's Day in June. This will be our last year at the beautiful BICTON gardens. All forthcoming events are on the Club website. Remember any prepaid events to send cheques only made out to "JEC Devon Region" please.

Dorset

Barry Heath www.dorset-jec.org. Broadstone Golf Club, Wentworth Drive, Broadstone, Dorset. BH18 8DQ – First Wednesday at 7.30 pm.

Thirty-nine members, wives and friends sat down to enjoy a superb Sunday roast at the beautiful venue of Remedy Oak Golf Club on 22nd March. We had a lovely warm and sunny spring day that tempted some members to drive their classics to the lunch meet, probably for the first time this year. The clubhouse is set in a very picturesque position within the golf course with a large patio overlooking a lake. Because it is such a lovely venue, some our members were very reluctant to leave, so it was after 4.00 pm when they left for home.

We played our annual skittles match against Poole Bay Classics but unfortunately lost by eight points this year having wrestled the shield back last year, never mind it was good fun.

We are all looking forward to our first events kicking off in April and praying for good weather, so I will be able to report on them next month.



A few of the Dorset members dug out their classics to attend our winter lunch meet at the Remedy Oak Golf Club. There always one that has to spoil the line by driving in!

Essex - Thameside

Doug Warren - Chairman www.jecessexthameside.co.uk Langdon Hills Golf and Country Club Lower Dunton Road Ulphan, Essex RM14 3TY. First Tuesday at 8.00pm.

During March, members visited Meguiar's Car Products in Daventry and were entertained by Dominic and Nathan with a Powerpoint presentation of the history of the company and its products. Then followed a 'hands-on' demonstration using Meguiars products on Graham Cook's XK8. All members, under the guidance of both Dominic and Nathan, worked on the bonnet. It came up 10 times better than previously, now Graham has the rest of the car to clean!

Members visited the Heritage Museum at Gaydon and some participated in the London to Brighton Run, both being a success. We look forward to Eastern Day and our own Regional day at the Battlesbridge Classic Car Show; one of the biggest shows in Essex and well worth a visit. The trade stalls have all manner of items for the enthusiasts. There



Essex-Thameside Club members working on Graham Cook's XK8.

is second show on Sunday 27th September subject to a successful retrospective planning appeal.

2nd May is the monthly 'Breakfast Meet' at The Hare Public House, Roxwell, Chelmsford. The first meeting was a success with some very interesting cars on display. May will be just as enthralling. If you fancy a free cup of coffee/tea and a Danish pastry, pop in at around 9am. Really good breakfasts are also available.

May also sees our AGM; a number of issues will be raised which require input from members, we urge you all attend and cast your votes for proposed changes and for the election/ re-election of candidates.

Our next meeting is on Tuesday 5th May.

Essex and Suffolk Borders

Bob Welton bobandhelen@talktalk.net 01255 473535. Peter Pearson 01206 271660. www.jec.org.uk/essex-suffolk. The Cricketers, Spring Lane, Fordham Heath, Colchester, Essex, CO3 9TG. First Monday (or second if a Bank Holiday)

The Sunday lunch at Waldringfield Golf Club went well again with good food and good company. We will return in the future but ensure they record that we all paid for our lunches.

Battlesbridge show is on the 10th May. The Club has paid for 10 spaces at £10 and 9 members have paid. If anybody else wishes to join us, please contact Bob Welton urgently.

This is only one week before our event of the year, Eastern Day on the 17th May. Please ensure you let Bob Weaver know if you can marshal (01394 766059). Please ensure you return your completed Eastern Day forms to the Bristol office as soon as possible as we need to know numbers for our Regional stand and accommodation requirements and numbers for the dinner/dance at the Holiday Inn, Ipswich on the Saturday evening.

On the 1st June at Club night we hope to have a presentation by "Dent Devils"

On Sunday 7th June we have a Club stand at the Euston Park Pastimes event. If you wish to attend, you need to obtain an entry form from Sue Lord, Tel 01359 268483 and return it very quickly. Please let Bob Welton know if you are going to ensure you park on our Club stand.

If you live within postcodes CO, CM, IP you would be most welcome at any of our meetings.

For further information, contact Bob Welton or Peter Pearson.

Isle of Wight

Roger Spaven Secretary roger@drivex.co.uk. 01983 882827. The Fighting Cocks pub at Arreton, PO30 3AR. First Monday at 8.00pm.

We have introduced a regular Sunday morning 'Drive-Out', which (other than certain dates) will run every week. This involves a meet-up for coffee and cakes at The Old Smithy in Godshill, a nice scenic drive about our lovely Island and lunch at a differing venue each week. The first drives have been a great success. Please support these regular events.

We extend an invitation to all our friends from mainland regions to our Regional Day on Sunday 9th August, at the Isle of Wight Steam Railway in Havenstreet. It's our 25th Anniversary Show. We are hell-bent on getting as many cars as we can to come along and enjoy the day, with access to the Steam Railway itself, live music, arena shows and more machinery than you can shake a very big stick at.

Kent Region

Jerry Stamper 020 8462 4912 or John Suttie 01959 563864 jasuttie@live.co.uk www.jec.org.uk/kent-Region. The Three Horseshoes Knockholt, Sevenoaks, Kent. TN14 7LD. Fourth Wednesday.

The undoubted highlight for the Region during March was the annual Quiz Night. Held during the monthly Club Night it was hotly contested as usual. Question master 'Bob' did his indisputable great job, this time shortening the number of rounds, so the evening finished at a more acceptable time. It finished with a draw between two teams so a tiebreaker question followed. The final results were: - First Team Hirst with 96 points comprising team member, Brian and Shirley Hirst, Roger and Sian Dixon, and David and Roxana Brammer. Second Team Nebel with 95 points and third Team Suttie with 91 points.



Kent Region: The quiz night winner with Angela Moore.

May is shaping up to be very busy indeed with the Blindley Heath Show on the 4th. If you would like to join the Club Stand please contact Peter Sayles on 01342 892770. Then on 10th May is the Battlesbridge Classic and Auto Jumble. This is a charity event, again if you would like to take part contact Richard Clark on 01892 699756. May Club Night is at the usual venue, The Tree Horseshoes in Knockholt.

Looking further ahead, there is the Darling Bud Classic on the 5th July where we have a Club stand and at Aylesford Priory for the Kent Classic Show where again we have a stand. If you would like to come along and support the Region please contact Angela Moore on 01689 822707 (before 9.00pm).

We look forward to seeing as many of you as possible at the forthcoming events.

Kent South

Chairman - Phil Utting filooting@live.com 07813 689606. Martin Emmerson info@daimlersix.co.uk or www.kentsouthjec.org.uk. The Conningbrook Hotel, Canterbury Road, Kennington, Ashford, Kent, TN24 9QR. Second Tuesday at 8:00pm.

The lighter nights are now upon us. Hopefully, like me, many of you will take this opportunity to get those cats out of hibernation and take them for a spin!

Our March Club night was one of the best attended for a very long time, with every seat taken!

This looks like it may be another record-breaking year for Kent South, as already, many of our events and shows are well above what I have seen before and Drive It Day was no exception. We currently have 32 cars booked, just beating last year's day and only one off our all time record of 33!

Our new look website is now fully up and running after being rebuilt from scratch and we urge you all to take a look. Our thanks to George Fowler for all if his hard work in doing this.

From this month onwards and until September, Kent South has something almost every weekend, with some weekends having two events! We continue to be one of the busiest Regions and we continue to attract new members. May sees us at the following shows: 3rd Gears of Change, Sandwich. 17th

JEC Eastern Day, 24th Deal and 31st South Downs Drive.

Our next Club night is on Tuesday 12th May for a 'Name that chocolate' evening; we look forward to seeing you there.

Lancashire Red Rose

Pamela Worrall, lancashireredrosejec@gmail.com, 07519823249, between 11.00am to 7.00pm Samlesbury War Memorial Hall, Cuerdale Lane, Samlesbury, Preston, PR5 0UY. Second Tuesday. (Ring first if you wish to attend)

We have now received all the tickets for the 2015 shows and will be forwarding these to members shortly. If all the members turn up for these shows it will be a very busy year indeed.

We are looking forward to Capesthorne Hall on the 24th May where we meet both the Cheshire and Stafford Regions. We always have a good display.

Our first show is run by BVPG at Fleetwood on 3rd May everyone is most welcome to join us. Let's just hope that it gets warmer and drier than at the present as this year seems to be dragging its heels

Lets all hope for a good year.

Leicester

Mike Swinfen 01283 734063 mikeswinfen@talktalk.net Beadles Lake Golf Club, East Goscote, LE7 3WQ. Third Tuesday 7.30pm

We are always looking to welcome new members to our Regional meetings. Please come along and make yourself known to a committee member.

On Club nights during the winter we arrange indoor events such as guest speakers, film shows and quizzes and during the summer we have our outdoor events such as our driving test, friendly concours, guest car clubs and supplier demonstrations.

Throughout the year we also arrange ad hoc events such as skittles, kart racing, evening meals, factory visits, car shows, Club days and Club racing events.

If you want to join like minded people, talking all things Jaguar, you will be made most welcome.

Lincolnshire North

Paul Eggleston paul@jec-lincsnorth.com www.jec-lincsnorth.com Arties Mill, Wressle Road, Castlethorpe near Brigg DN20 9LF. Third Monday at 8.00pm.

A fine start to the active season with our bi-annual Fish-and-Chip supper at the always reliable Papas, Gainsborough; one party so keen to get started that they arrived and had their meal a day early!

Some of us went to the Meet at Doddington Hall on Easter Saturday, still owned by the family which built it in 1593: a good collection of mostly newer and interesting cars from Ferrari to the modest yet ingenious and beautifully made Mini based Midas and many home built kit cars, but best of all the supercharged Daimler V8 engined Ford Pop, the view forwards almost obscured by the enormous chromed and polished mechanicals.

On 8th May we will visit the Sheffield Assay Office for a tour which will reveal what goes on at this rather obscure and mysterious establishment, news to many, then on for lunch to Whitby's in the rapidly expanding Orgreave district, following which, for those still wanting more, a visit just over the road to Boundary Mills, a remarkable retail emporium with floor area the size of two football fields, crammed mostly with clothing plus other goods, and all at substantially discounted prices up to 70% off. Unlike most clothes shops the men are well catered for with many top brands on offer.

The Club Eastern show is at Ickworth House on 17th, and at our Arties meeting on 18th we have another visit from The Jagman, Chris Isle, who will discuss any Jaguar topics you may raise.

Lincolnshire South

Doreen Griffiths Secretary 01529 241053 doreen.griffiths@btinternet.com The Three Kings Inn Threekingham NG34 0AU near Sleaford. Second Tuesday from 7.30pm.

Our Region has the following facilities available for members; a Website, a Facebook Page and a Facebook Group, all courtesy of Membership Secretary, Neil Jervis. Neil has been hard at work so that you are able to keep abreast of what is happening within your Region. You will have received a Regional newsletter outlining this information during April. We will not be sending out any paper communication in future. This will enable your Region to communicate more efficiently with every one as well as keeping you informed at Club nights at the Three Kings. Thanks to Neil who will keep these sites up to date.

Our original guest speaker for May Club night, Mark Hyde, (Dealer Principal from Marshalls Jaguar of Lincoln), unfortunately cannot make it, sorry Mark, hope to see you in the future. I am pleased that member Dave Andrews has stepped forward to give a talk about his experiences in the RAF, called " Flying, what could possibly go wrong? " I am sure it will be an interesting talk.

To those members who are off to Scarborough in May, we hope the weather is fine and wish you good driving.

For June Club night, we have a " Show and Tell " evening, a chance to show off your pride and joy and enjoy a " Sausage and Chip Supper " courtesy of the Region at the Three Kings. It's free to Club members. Please let Doreen know for catering purposes.

London and Middlesex

David Devine tidnab@btinternet.com. Allan J. Bennett, Chairman, Stanhope House, 5 Myrtle Avenue, Eastcote, Middlesex HA4 8SA 0208 868 7105. Michael Owen Vice Chairman/Events p9mjo@blueyonder.co.uk, www.jagclub.org.uk or info@jagclub.org.uk. The Ballot Box Horsenden Lane Greenford UB6 7QL.Last Tuesday at 8.00pm.

We look forward to many up and coming events including the 'Jaguars at the Ace' event on 4th May, which is May Bank Holiday Monday. We always get a wonderful selection of Jaguars and Daimlers old and new and look forward to getting together with friends for lunch. Please arrive for 11.00 to make sure of a parking space.

6th June brings us to the Eastcote House car show, which is a very good local show.

On 7th June a new event taking place at Bushey Police club (Classics on the Green). Please contact Mick Owen if you would like to be included.

I hope you have all been in touch with Mick Owen about the 100th Anniversary of RAF Northolt on 13th June, because the event is now fully booked. It should be a really good show this year with air displays from various countries and a varied selection of cars and planes from each decade. Don't forget the camera!

We are sad to note that there are very few people attending our Club nights at the Ballot Box so far this year, If this is a problem with the venue, or the food, please let us know.

Norfolk

Mike Lyons 01603 426602. Jim Utting Chairman: j-utting@supanet.com. Meeting venues vary contact Mike Lyons for information. Second Tuesday.

Our events for April included a run to Snetterton to see the JEC Racers in action and a most enjoyable Drive It Day run to Pensthorpe in conjunction with our friends from the Fakenham Auto Club, ably organised by Brian Monks.

Events for May include our 'Spring Run' with fish'n'chip supper on Tuesday 12th (details will be posted on our pages of the Club website) and, of course, Eastern Day at Ickworth on 17th. Please book your place direct with Club H.O. using the form which came with the Club magazine and if you let Mike or Jim know (contact details as above) we will endeavor to obtain a display area large enough for all our Members.

North East

Jim Scott 0191 3893216/07948 389989, jimscott@live.co.uk Heworth Golf Club, Gingling Gate, Heworth, Gateshead, NE10 8XY. Last Tuesday at 8.00pm

Two preview events of the impressive all-new Jaguar XE took place in our Region, at Stratstone Jaguar Newcastle and Stratstone Jaguar Houghton-le-Spring.

A union with members of JDC Teeside saw two dozen Jaguar people enjoy a day in York City. The boys went to the brilliant (and free) National Railway Museum whilst most of the ladies went shopping. Later we enjoyed scrumptious fish and chips at York's Wetherby Whaler restaurant.

Late March and a group of twenty-three visited the fascinating Lakeland Motor Museum at the southern tip of Cumbria's Lake Windermere. Packed with a weird and wonderful collection of vehicles and unusual memorabilia, Jaguar is well represented including a 1931 Standard Swallow in a period garage setting and a 1961 Jaguar Mk 9 fitted with a 4-litre diesel engine (used across Europe by Gardner Diesels' Sales Director). We then enjoyed a serene cruise in the sunshine on England's largest lake.

Our season really gets underway in May, starting with a visit to new company

Durham Restoration (Saturday 9th), and then planned events being North East Restoration Club, Washington (Sunday 10th), NECPWA Wallington (Sunday 17th) and NECPWA Bede's World, Jarrow (Sunday 31st). Tuesday 26th May also Members' Cars Evening, when everyone is asked to polish up their Jaguar and bring it along to Heworth Golf Club.

Anyone with an interest in Jaguar and Daimler cars, of any age, is assured of a warm welcome at our informal monthly meetings, so please come along.

Northants

David J Lewis, Chairman 01536 462153 divedjl@aol.com or www.jec-northants.co.uk. The Lilacs Inn, Church Street, Isham, Kettering NN14 1HD. Second Tuesday.

Recently, one of our committee members celebrated his 65th Birthday plus his partial retirement. John has chosen to stay working part time, the same as myself, doing a 3-day week, Tuesday to Thursday. I have to say from experience; it is a nice way to wind down for full retirement. John chose The Lilacs Inn, where we hold our Club nights, for his celebration and what a great evening it was too with some proper old music which had us all up on the floor dancing, yes me as well! We also enjoyed an excellent buffet provided by the landlord of The Lilacs. Enjoy your new work schedule John. A novel thing at the party was a projection of the Jaguar logo on the dance floor.



Northants Region: Show me the Logo.

The fault mentioned in the last edition was due to corroded wiring in the loom that passes behind the front valance. I was very disappointed that the Jaguar main dealer could not trace or cure the fault. The pleasure has now returned to driving my S-type. We have just returned from 4 days away in Eastbourne returning a computer average of 41.5mpg for the return trip. I am sure someone out there achieves much more, but I am more than happy with that for a 2.7 litre Jaguar.

Whilst in Eastbourne, we drove to the Historic Dockyard in Portsmouth for the day; if you haven't been there, it's well worth the visit.

Nottinghamshire and Borders

Charlie Dunleavey, 07854450116, charles.dunleavey@btinternet.com. The Crown, Bathley, Newark. Nottingham. NG23 6DA. Check for details.

At our meeting in March, Andrew Fuller from CLIC Sargent came along to give us a presentation to illustrate how the funds raised for the charity are used. It was good to see where the money goes and how it is used to help and care for children while in hospital. It was a great turnout and I would like to thank both him and CLIC Sargent for this afternoon. Our calendar is shaping up nicely for this year. Lots to do and see. Our next meeting will be on 24th May at The Crown in Bathley at 1.00pm with the lunch at around 2.30pm. Pop in to see us if you can it is always nice to meet fellow enthusiasts. If you'd like to take lunch with us, The Crown does a nice spread at a good price. Let us know for numbers. On 31st May we will be at the Autokarna at Wollaton Hall, Nottingham. Always a good day out with lots to see so say hello if you are passing. On 14th June a group of us are going to the Brewery Museum at Burton on Trent. We will meet around lunchtime and have a tour, so if you'd like to come along let us know, places are limited though so sooner rather than later if you're interested. Well that's about it for this month, keep those cats purring.

Oxford

Robert de Newtown www.jecOxford.org.uk. Monthly meeting but dates vary, see website.

Please refer to our website for details of forthcoming events. All members are welcome at our meetings.

Portsmouth

John Cady 01243 811238, jcady1@hotmail.com, Mike Kennedy (Chairman) mike.kennedy@jec.uk.org. The Churchillian, Portsdown Hill, Portsmouth, Hants PO6 3LS. Meeting night 2nd Monday at 7:30 for 8pm start, & 4th Monday Social Get Together.

Following our visit to the Bloodhound world land speed record project, we had an excellent presentation from our Secretary David Biscoe, followed by a comprehensive description of how to rebuild the S-type's front suspension by Mike Kennedy. Next month John Cady plans to give a talk on the XJS Convertible Background and Development.

Sunday Lunch and Skittles at the Barley Mow at Walderton has been rescheduled to 19th April. Further April events are Drive It Day with lunch at the Waterloo Arms, arriving 12.00 hrs on the 26th, and a tour of the XE production line combined with a Jaguar Heritage Workshop visit yet to be confirmed by JLR.

Our meeting venue offers great food, and spectacular veranda views from our newly refurbished and spacious meeting room, across Portsmouth harbour to the Isle of Wight beyond. Everyone is welcome to attend. Don't forget our recently introduced fourth Monday of the month Pub Night at The Churchillian, with the opportunity to treat a loved one to a meal, and/or join other members for a chat and a drink. This is an informal 'drop in' with no set time or format.

Scotland Clyde

Jim Stewart 07414963175, jimstewart1888@sky.com Newhouse Hotel, Glasgow Road, Newhouse, Motherwell, ML1 5SY. Junction 6 of M8. First Monday at 7.30pm.

Spring has sprung and Clyde are up for a great show season.

We have already participated in the Drive It Day event hosted by our member Joe Kelly in aid of CHAS, and enjoyed a lovely drive to Largs, followed by a very pleasant meal at the Morris Hotel where the owner is as enthusiastic about classic cars as we are! Other events to look forward to are listed on our page of the Club site: (http://www.jec.org.uk/regions/uk/44/scotland-clyde.html).

We have enjoyed our new area, set aside for our exclusive use, at the Newhouse Hotel. We also extend a warm welcome to our new members.

As usual, anyone wishing to join us at any event or to attend our monthly meeting are more than welcome. Details from Jim Stewart 07414963175.

Scotland Edinburgh South East

Hugh McDiarmid (0131) 552 5688, hugh.mcdiarmid@blueyonder.co.uk. The Cockatoo, Old Craighall Road, Millerhill, Dalkeith EH22 1RZ (0131 663 2778). Last Tuesday at 7:30pm.

A lively discussion was held at our AGM in March. The outgoing committee accepted criticism from members about certain lack of communication due to us all having busy lives. The new committee resolved to be more proactive in future and invited all members to get more involved themselves. Our new committee for 2015 is listed below:

Chairman - David Stoddart
Vice Chairman - Rob Jenner
Secretary - John Gray
Treasurer - John Gray
Events Organiser - Ronald Ferguson
Webmaster - Chris Richmond
Regional Contact - Chris Richmond
Ordinary Committee Members - Ken Grimes, Pauline Ferguson, Alan Wedgwood.

Our new Regional contact can be reached via: chris@chrisrichmond.co.uk

All are very welcome to our monthly meetings, held every last Tuesday at the Cockatoo, Millerhil, Edinburgh. Please get involved – it's your Region!

Please also visit our Regional website pages frequently and follow the links to submit ideas and feedback by email.

Scotland Fife and Tayside

Alistair Brough-16 Priestfield Maltings Pitlessie Fife KY15 7UE. 01337 831976 alistair.brough@btinternet.com. Joyce Fitzgerald jfitz10@btinternet.com Lomond Hills Hotel, High Street, Freuchie, Fife, KY15 7EY. Last Tuesday at 7.30pm

A reminder that Scottish Jaguar Day is on 28th June, all members are welcome to attend this event.

At our March meeting progress on Scottish Jaguar Day was discussed. Up and coming events were also discussed and further details

can be seen on our website. Joyce reported on her progress with Sponsors for SJD and asked any members who may have personal contacts with sponsors to please forward these to her at jfitz10@btinternet.com. Any help would be much appreciated.

The bottle was won by Des Lyon and monthly raffle rolled over to next month.

New Members are welcome, so do try and make our next meeting on Tuesday 28th April, at 7.30pm.

Scotland Glasgow

http://www.jec.org.uk/regions/uk/47/scotland-glasgow.html. Jim Colville: 0141 631 2208 (sensible hours please). Burnside Hotel, Rutherglen, Glasgow G73 5EA. Second Wednesday at 7.30pm.

March Clubnight was somewhat special for Glasgow Region. This was our designated night to have a special dinner to celebrate our 25th Anniversary.

Over 30 members came along to the Burnside Hotel, our home location since day one back in 1990. We were joined by a couple of invited guests, Club chairman Rob Jenner accompanied by Leticia Mace. Rob gave a talk following the meal and he gave us a little insight into how he became involved with the Jaguar marque. His interest was of course influenced by his late father's involvement with Jaguar Cars. As some of you may know he has other vehicles in addition including a Maserati Quattroporte.

Our guests shared a table with our regional Chairman Jim Pettigrew as well as three of our region's founding members, Jim Colville, Ken Gorman and Chris Magnus.

A free raffle took place and everyone won something from the display of prizes contributed by the regional committee. Thanks to all mentioned above.

A big thank you also to member Gordon Brown who kindly prepared a little wallet-sized regional events-card which was handed out to members.

On18th March fourteen members enjoyed a tour of the Philips Lighting factory in Hamiltion to see the production of sodium streetlights. Thanks to George Stevenson for arranging this and a big thank-you to the management at Philips for their hospitality.

Our 2015 events are now shown on our website as well as the addition of some interesting new video links on our news page.

Scotland Grampian

Chairman Henry Riddoch, 07970609056 henry@riddoch.uk.com. See website for meeting details.

Please contact Henry Riddoch for details of all our events. We have a website www.grampianjec.co.uk or you can find us via the Club website. Our Annual Gathering is on Sunday 26th July at Drum Castle. Details of this and other events are on our website.

Shropshire and Welsh Borders

Ray Searles 01952 291898 or Al McLean 01952 415348. The Horseshoe Inn, Uckington, Shrewsbury SY4 4UL. Second Tuesday at 8.00pm with effect from June 2015.

Twenty two members enjoyed Sunday lunch at the Horseshoe Inn on 8th March. With effect from 9th June this will be our new regular meeting venue. The pub is situated on the old A5 between Telford and Shrewsbury and has plenty of car parking.

Details of forthcoming events are set out below, for further information contact Martin Edwards, Chairman via martin.jag@talktalk.net, except where stated.

3rd May Catton Hall (Tanstar).

14th May Club meeting with Rob Jenner Club Chairman at Hatfields, Shrewsbury with a Curry in Shrewsbury after at £10 per head.



Our "top table" with club chairman Rob Jenner, Glasgow Region chairman Jim Pettigrew and three of the original four founding members of Glasgow Region, Jim Colville, Ken Gorman and Chris Magnus (from right to left).

Please note the date of this meeting which is a departure from the normal day.

25th May Loins Day In The Quarry, Shrewsbury (please contact Steve Braddock Bould).

24th May Ragley Hall (Transtar).

9th June Club meeting at the Horseshoe Inn.

21st June Trentham Gardens (Fathers Day) (Transtar).

26 to 29th June Scotland trip including Scottish Jaguar Day (please contact Martin Edwards for details).

12th July Lions day, Wellington (please contact Steve Braddock Bould)

9th August Shugbrough Hall (Transtar).

16th August Attingham Park show.

21 to 23rd August Brooklands trip for JEC Southern Day 20th Anniversary SWB Trip (contact Ray Searles).

6th September Warwick Castle, £10 per Car.

8th September Club meeting at The Horseshoe Inn.

13th October Club meeting at The Horseshoe Inn.

10th November Club meeting at The Horseshoe Inn.

See the Transtar website www.transtar-promotions.co.uk for details for their events and booking forms.

Staffordshire North

Mike Beirne 01782 866003 jec@mbeirne.freeserve.co.uk. The Bleeding Wolf, 121 Congleton Road North, Scholar Green, Stoke-on-Trent, Staffordshire ST7 3BQ. Third Tuesday at 8.00pm.

At the March meeting we had another great turn out of members with no less than 35 present and a few regulars were missing! We should get a bumper attendance for the summer Club nights. All the prizes for the raffle were donated this month; there were 6 in total. Thanks for the donations and well done to the winners. In March we held a talk given by the Institute of Advanced Motorists and buffet in Hartshill at which over 40 members attended, the room was sponsored by Andy White of AJW independent Jaguar garage from Longton. The first 'car of the month' competition will take place on the May Club night so get your car up and running. We will be attending the Transtar Promotions show at Catton hall on Sunday 3rd May. Our show to be held at the Bleeding Wolf is planned for Sunday 28th June and judging by past events will be a fantastic meeting. Many great shows are already planned for this year, some old ones but also some new ones (don't forget you need to apply for tickets at most of these events at least two weeks in advance). I must remind you to be eligible for the prizes we award at Shugborough you must have attended a minimum of six Club night meetings since July 2014. If you will be welcome at any Club night on the third Tuesday of the month at the Bleeding Wolf in Scholar Green.

Surrey

Lewis White, 07802436700 or Jonathan Davies 07879448275. Clubhouse, The Brooklands Museum, Brooklands Road,

Weybridge, KT13 0QN. Third Thursday from 8.00pm in the members bar.
All members are welcome at our regular Brooklands meetings. See our webpages for future events.

Surrey Hants Border

Eric Evans 01256 329796. 99 Pack Lane, Basingstoke, RG22 5HH. jec.evans@evantec.co.uk. The Jolly Farmer, Binstead Road, Blacknest GU34 4QD near Bentley. Second Tuesday at 8.00pm.
Planned events for May and June are:

4th May - Popham classic car show at the Popham airfield. This is now a regular event on the Surrey Hants calendar.

21st June will see the 3rd Regional 'drive-it' day. This is a car run that follows a tulip diagram and starts at, the Jolly Farmer at Blacknest. The route follows mainly B roads where possible and covers about 70 miles. The finish will be the Forest Lodge Hotel in the New Forest, where the we will enjoy a cream tea before heading home.

Sussex – East

Regional Representative. Fred Bone. Little Firtoft, 20 Freeks Lane, RH15 8DG. 07773 778484. eastsussexjec@gmail.com. The Inn On The Park, Deanland Park, Golden Cross, Hailsham, East Sussex, BN27 3RN. Third Monday at 7:30pm
Our Region meets at the Inn on the Park. Deanland Wood. Golden Cross (near Hailsham) BN27 3RN on the third Monday of the month from 7.30pm. There is a full meal menu and bar provided on our Club nights.

All Club members and guests are welcome. For more information contact Fred Bone 01444 239853 fred@hhta.eu. or Neville Barker on nevsbasoon@gmail.com We are always pleased to see new members.

We also support the Classic Car Club Breakfast at Deanland on the last Saturday of the month to which all members and guests are invited. It is advisable to book due to its popularity.

For our March meeting we had two guest speakers from Meguiars; Jim and James. They put on a good presentation that was very informative and entertaining with a nice goodie bag for our members to take home with them. They also contributed a surprise secret prize for our raffle. The prize will be sent from the company direct to the lucky winner.

We look forward to our April meeting when we have a talk by a member of ROSPA, which sounds interesting. The evenings will be drawing out so we might even see some of our brilliant cars before hand.

Sussex - West

Richard Treacher, 98 Rectory Road, Worthing BN14 7PN. 01903-236792 richardtjaguar@gmail.com. Tottington Manor (off the A2037 on the road to Edburton) BN5 9LJ Third Wednesday at 8pm.
On Saturday 2nd and Sunday 3rd May at Western Lawns, Eastbourne we have Eastbourne Magnificent Motors. Contact Richard Treacher if you'd like to go.

Wednesday 20th May is Club Night at Tottington Manor from 8pm. Rob Jenner, Club Chairman will update us about the Club and our favourite cars.

Monday 25th May is Staplefield Car Show, (near Horsham). Staplefield Common, Cuckfield Rd., Staplefield. RH17 6EU. See the website for more information http://www.staplefieldcarshow.co.uk/index.html

Sunday 31st May is South Downs Drive. The route will comprise a leisurely drive through the beautiful South Downs National Park traversing pretty villages and stunning scenery adjacent to the downs and coast. Look out for more information on these pages, on http://www.southdownsdrive.co.uk/ and on the Club website.

Wednesday 17th June is Club Night at Tottington Manor. We have the Longest Day BBQ.

Sunday 5th July is West Sussex Jaguar Day at Arundel Castle. No booking required, gates open to Jaguars and Daimlers at 9.30am until 11am. No cars will be able to enter after 11am. Event closes at 5pm. Special discounted entry price of £8 per person. Please contact Richard Treacher to give us an idea, of the number of Jaguars arriving.

Wednesday 15th July is Club Night and we have a meal at Devil's Dyke Pub from 7.30pm. Please note the change of location for this event.

Please either check our website or let Ian Newman know your email address so we can tell you quickly if we need to change our plans.

Tamar – (Plymouth)

John Love Newsletter editor. Regional Representative: Ann Jewitt ann@jewitt.org The Who'd Have Thought It Inn at St Dominick, Cornwall PL12 6TG wef May subject to confirmation. First Thursday.
At the April meeting, it was decided to switch back to our previous location, The Who'd Have Thought It Inn at St Dominick, Cornwall PL12 6TG, for our Club nights which take place on the first Thursday of each month. Since it closed abruptly last September, the brewery has appointed new managers and completely refurbished the premises. Several members have been along to assess the makeover and have reported favourably on the redecoration, fare from the kitchen, and our old meeting room which is again available for us minus the previously overpowering billiard table and with much more user-friendly seating installed. Our current location had unearthed disadvantages for our cars (with a very uneven carpark surface putting exhausts at risk), and our members (with a challengingly steep staircase to our meeting room threatening aging knees, and providing an unacceptably high risk of drink spillage). At the time of going to print, we are checking whether we can switch back in time for the May meeting and an e-mail confirmation will be sent to members. If you are unsure, check with our Chairman, Mick Free on 01752862577.

The Committee is working hard on our upcoming Summer Programme, particularly our flagship event at Buckland Abbey on 7th June. This will run from 10:30am to 4:00pm



Last years Tamar Day.

and is open for all Jaguar and Daimler owners to indulge in not only this spectacular setting (once the home of Sir Francis Drake) but also of Jaguar owners' traditional camaraderie.

Three Counties (Hereford, Worcester and Gloucester)

Gerald Morgan. 07711801478 or 01594832752 GEMorganlifting@aol.com The Royal Oak, Much Marcle, Ledbury Herefordshire HR8 2ND. Second Tuesday at 8.00pm.
On the 26th April we have another Drive It Day further details on the Regions web site.

3rd and 4th May is Donnington Historic Festival also on the 2nd and 3rd May is Ragley Hall those of you wanting to go further could attend the first Eastern Day on 17th May at Ickworth, Bury St.Edmunds. we look forward to seeing you at our events.

Wales South

Colin Manconi 07977474637colin.manconi@jecsouthwales.co.uk Andy Webber (News Editor) andy.webber@jecsouthwales.co.uk BBC Social Club, Llantrisant Road, Llandaff, Cardiff. CF5 2YQ Third Wednesday. 7.30pm
Three our members attended the International Jaguar Spares Day at Stoneleigh helping sell tickets for the raffle car as well as taking in the varying stands and automobilia at the show. This is a great opportunity to catch up with fellow members as well as pick up the odd spare part bargain ready to fit before the show season.

We also helped on the Club stand at the Practical Classic Restoration Show at the NEC in Birmingham. This was the second year that this show had been held and incorporated Silverstone Auctions, the Practical Classics live stage with Mike Brewer and Edd China from "Wheeler Dealers" and also Fuzz Townshend from "Car SOS". It also had the Heritage Insurance stand of "barn find "cars billed as the biggest collection of unrestored cars in the UK. The Club stand consisted of two restoration projects, one restored car and the charity car. The show was very successful with us signing up many new members and selling a considerable numbers of tickets for the raffle car.

Our first show of the season is at Coleford on 6th April and Drive It Day on 26th April which will take in some of the beautiful Welsh countryside. More on these next month.

In May we have the Monmouth Steam and Vintage Show on the 3rd, the SWCCC Annual



South Wales at the NEC Restoration Show.

Classic Car Show on the 17th and the Vale of Glamorgan Classic Car Show on the 25th.

For more information on these shows please contact Colin.

Wales West

Steve Mitchell Chairman (0)1558 650620 (0)7973 331493 stevem@westwalesjags.com website: www.westwalesjags.com. Halfway House, Nantgaredig Carmarthenshire SA32 7NL. Third Tuesday.

We are grateful to Keith Turner who has provided us with a Facebook page:

www.facebook.com/pages/Jaguar-Enthusiasts-Club-West-Wales/1495819020698139. Hopefully this will increase our profile. Members are welcome to join us at any of our events.

Warwickshire – Coventry and Hinckley

Mike Sharman mike.sharman1@btopenworld.com. Social Club, Jaguar Cars, Browns Lane, Allesley, Coventry CV5 9DR. First Wednesday. 7:30pm

We have had some interesting talks this season; the Lightweight E-type, the new XE and recently a talk on the project to restore and fly the Avro Vulcan XH558 by Chief Engineer on the Project, Kevin "Taff" Stone. We had a fabulous turnout, probably our biggest at around 85 people. Kevin plotted the history of XH558 to its de-commissioning and disbanding of the last Vulcan squadron in 1984 and the subsequent grounding of the Vulcan Display Flight in 1992. In 2007 and through the extreme efforts by a good few men (and women), the Avro Vulcan was brought back to the skies. Kevin spoke of the extreme difficulties in persuading the CAA and the Lottery Fund to help and grant licence for its return to the skies instead of only being allowed to taxi and simulate take-offs. Please read my local report for more details and pictures. We raised a great deal on the door too, probably over £300 (TBC) and at the end, a Haynes Manual on the Vulcan signed by all on the project team was auctioned off and raised a further £200 towards the £2.2m to keep her in 50 hours flying per year. Another fabulous Great British invention and teamwork in bringing her back for all to enjoy. Thank you Kevin and to Liz for arranging. For 6th May we hope to confirm Code Clean, just in time to polish your cars for the summer. Details of our June meeting are to be confirmed.

West Midlands Central

Geoff Johnston 07956 150161 www.jec-central.co.uk Hampstead Social Club, Old Walsall Road, Great Barr, Birmingham, B42 1HY. Last Thursday at 8.00pm except December.

Now that we are properly into springtime, the events for the year are falling into place. As well as the usual car and transport shows we are also going to be at a parts supplier's open day, a hill-climb event, a village show and, right at the end of the season, an aircraft and motor vehicle festival. So it really will be a varied summer with something for everyone. The bookings for the early shows are made, and we will have a very impressive, almost record-breaking, turnout of our Region's cars. Let's hope the sun shines on us and helps to make the events as good as in previous years. There is still time to find out about our events for the summer, so please do come along to our meetings to find out more about us and what we can offer you. All the usual Jag-related chat, comment, advice and information suitable for enthusiasts and owners of classic as well as modern Jaguars.

Wiltshire

Don Westcott. 01249 821854. wiltshirejec@aol.com. The Raven Inn, Poulshot, West of Devizes, off A361 SN10 1RW. Second Thursday at 8.00pm.

Our AGM was held in conjunction with our March meeting. What an amazing turnout. It was standing room only with around forty attending the meeting. It just goes to show the enthusiasm of our Wiltshire members.

Chairman, Don Westcott, who welcomed everyone present, formally opened the proceedings. He reviewed the Region's 2014 activities before presenting the Accounts for the year ending 31st December 2014 and thanking Graham Savage for taking on the role as Treasurer.

Wearing his Membership Secretary's hat, Don then reported that, in 2014, overall numbers are still steadily increasing, with 81 paid up members at the end of the year. Our membership subscriptions for 2015 remain at £5 a head. As Newsletter Editor, Don then thanked Hartwells of Bristol for their continued support of our Region with their advertising in the newsletter.

Next came the election of the Committee for 2015, namely Don Westcott, Jean Barker, Kevin Short, Graham Savage, Martin Ruddle and Robin Allum all of whom were unanimously elected. The meeting ended with a unanimous Vote of Thanks to the Committee and Chairman for their work in running the Region. Copies of the Minutes of the meeting are available, on request, from the Chairman.

Regrettably, a couple of days after the AGM, we learnt that Jean Barker, our Vice Chairman, had passed away. There is an obituary in the main magazine.

York and District

Chris Sidle, Chairman and Regional Representative, sidle487@btinternet.com Duke of York, Gate Helmsley, (Bridlington Road), York YO41 1JJ Second Monday at 8:00pm.

Spirits always rise with the appearance



Just some of the members attending the Wiltshire Region AGM.

of the first snowdrops and crocuses, heralding the imminent end of miserable winter! But it is the daffodils, which really bring the arrival of spring, and stir the engines of hibernating Jaguars into life, in anticipation of the new season.

So it has been this year, and we can only hope for another summer such as we enjoyed in 2014. In fact everyone was so keen to get started that the first run out was organised for Sunday 8th March all the way to our favourite seaside destination of Whitby. It was certainly still a bit nippy, (especially taking a constitutional out on the sea wall!), but we nevertheless achieved yet another spectacular turnout and a good time was had by all. It was great to see those participating including a number of new members, indicative of the continuing resurgence of the Region in recent times.

On the way home members were invited to call in at Geoff and Angela's beautiful home on the North Yorks Moors for a homemade cream tea, and a tour of Geoff's personal classic vehicle collection. Both experiences rounded off the day to perfection. For most of us it was still Geoff's near concourse E-type that stole everyone's hearts! Our special thanks to Geoff and Angela for their generous hospitality, and for adding such a memorable dimension to a great day.

Yorkshire Ridings

The Manor Golf Club, Bradford Road, Drighlington, Bradford, West Yorkshire, BD11 1AB. Third Monday 7.30 to 8.00pm. Joe Turner has unfortunately had to resign as Regional Representative due to health reasons. Please note the new contact for our Region, which is Laurie Mann, the Chair of Ridings Region. Joe has been involved with Club via Ridings Region for very many years and we are sorry to lose him from this very valuable position. A new representative will be appointed in due course.

Yorkshire South

Carol Robinson (Chair) 01909 773890. jecsouthyorks@yahoo.co.uk. JEC South Yorks c/o 33 Red Hill, Kiveton Park, Sheffield. S26 6QA. Gordon Jackson (Vice Chair) 01302 866856. gordon_syorksjec@yahoo.com. The Phoenix Sports and Social Club, Pavilion Lane, Brinsworth, Rotherham S60 5PA. Third Monday at 8.00pm Any alterations to our regular meeting place and times will be notified on the regional web site. By the time this appears we will have held our ever-popular Pie and Peas night with a quiz. Many thanks to those that attended.

We now move on to our May, Show and Shine event, which will be held at the premises of H A Fox, Wheatley Hall Road, Doncaster, DN2 4NV. Please note this will take the place of our monthly meeting at the Phoenix. I hope everyone who is coming along to this has notified us so H A Fox know how many to cater for. If you want your car judged please let us have your model and registration number.

June's meeting night has now been finalised and will also include something for the ladies, so please bring your wife along as well. See our regional site for details.

We would also like to invite members from all regions to our annual picnic in the park held at Chatsworth House, Derbyshire. Full details can be found on our regional site within the Club web site.

Club Regional OVERSEAS DIRECTORY

AUSTRIA
Jaguar Enthusiasts' Club Austria.
Christian Mitterdorfer
Haydngasse 10/19, 1060 Vienna
email: christian.mitterdorfer@gmx.at
mobile: +43 664 811 48 31
www.jec – austria.at

AUSTRIA VIENNA
Peter Bellant, Kurt Tichy Gasse 6/1/3, A – 1100 Vienna / Austria Mobile phone + 43 664 1003522. www.covc.at Meeting at Panorama Schenke,Filmteichstrasse 1, A – 1100 Vienna. First Thursday of the month at 19:00.

BELGIUM
Walter Luysterborg, Telephone : +32 (0)15 730 873,+32 (0)15 730 874
Contact Address : Irisweg 7A, 3140 Keerbergen, BELGIUM
Meeting Place : Cafe Coconut, Kruisstraat 51 , 3120 Tremelo, Belgium, Third Thursday at 20:00
http://www.jaguar-enthusiast.com/
Contact: walter@telenet.be

CZECH & SLOVAK REPUBLIC
Evžen Reitschlägerprezident klubu JEC pro ČR a SR, Mánesova 925,, Vlašim, 258 01, Mob: 603 235 637, Email: evzen@jec.cz, Web: www.jec.cz

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Tim Sankey – Tel: 05 46 49 74 60
email timsankey28gmail.com
www.jecsofa.fr

Pays de Loire/Bretagne
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Joachim.Lausmann@jec.org.uk
Region website:"http://www.jec – d.de"

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Club President: Péter GULYA, tel: +36 20 3690672
mail: gulya.peter@jaguarclub.hu
www.jaguarclub.hu

IRELAND (61)
John Sheehan: 49 Garville Avenue, Rathgar, Dublin 6. email jec@jecireland.org. www.jecireland.org. see website for meeting venue information.

NORWAY (71)
Olav O. Kristensen, Marikollen no. 81, N – 5136 Mjoelkeraaen, Bergen. Tel: (47) 55.19.65.47. Email: <olav.o.k@frisurf.no> Fjord Stuene, Ytre Morvik, Bergen – 1st Wednesday.

PORTUGAL (104)
Simon Rose, simonvrose@gmail.com Vale do Lobo, Apartado 579, 8135 – 034 Almancil, Algarve.
Tel: 00351918980199.

SPAIN (100)
Eric Arnold, jaguarspain@outlook.com
www.jec-spain.com
Ian and Uschi on info@McMenemy.de Event Managers.

SWEDEN (88)
Christer Olsson, Torekullevagen 18, 439 36 Onsala, home +46(0)300 62161. mobile +46(0)705 171817 fax +46(0)300 569957. e – post coxk150s@gmail.com http://www.jec – sweden.se/ Venue for meetings to be decided by local members.

SOUTH AFRICA (72)
Craig Anderson, PO Box 67896, Bryanston 2021, South Africa. Tel: (27) 83 701 0565 or (27) 83 680 2038(M), Fax: (27) 11 463 5298. wedo@pt.lu

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Sagenriet 5, CH – 8853 Lachen. Switzerland
Tel: +41 799 598 978 Email: jec.swiss@gmail.com

CLUB REGIONS UK DIRECTORY

Avon – Bristol Region 5
Olveston Sports and Social Club at Old Down near Thornbury BS32 4PH. First Monday at 8.00pm. Dave Hill davehill@blueyonder.co.uk

Bedford Region 64
The Jolly Coopers, Flitton – off A507 between Ampthill & Clophill First Monday. Steve Pollard 01525 403122

Berkshire – Thames Valley Region 56
Venues vary, see report/refer to Mascot/ Regional Representative. Third Monday. Peter Freelove. 01249 249864 peter.freelove@jag.org.uk http://www.jag.org.uk/index.html

Bucks and Herts Region 2
Golden Eagle, Ashley Green, near Chesham, Buckinghamshire HP5 3PW. First Monday. Chairman, Lesley Abrams. email: lesleyjec1@talktalk.net

Cambridgeshire Region 6
The Old Ferry Boat Inn, Back Lane, Holywell, PE27 4TG. First Tuesday at 8.00pm. Philip Bell 01480457015 or Chris Hallworth

Cheshire Region 8
Antrobus Arms, Warrington Road, Antrobus, Northwich, CW9 6JD. First Thursday. Mal Forster 01928573365 mal-adele.forster@ntlworld.com

Cleveland – Tees Valley Region 55
Wainstones Hotel, Great Broughton, Third Tuesday. Gavin Hagues 01325 359768

Cornwall Region 9
Tricky's just outside Redruth on the A3047, last Wednesday of the month at 8:00 pm. Barry Hartman 01326 574097. email: astralclassiccars@btinternet.com

Cumbria and The Borders Solway Jaguar Region 85
The Stoneybeck Inn, (CA11 8RP) – on the old A6 3 miles north of Penrith off junction 41 off the M6. First Tuesday from 8.00pm. Hadleigh Ruddick. Mobile 07753982799. Home 01946862192. email: hadleigh@brproperties.co.uk

Derbyshire Region 75
The Robin Hood, Baslow Derbyshire, DE45 1PQ. Second Tuesday at 7.30pm. Barrie Birkin, Chairman, abbirkin@hotmail.com, Roger Wood, Newsletter/Events, 07767 290104, roger.wood@haddonpaper.com.

Devon Region 16
the Gipsy Hill Hotel, Pinhoe, Devon EX1 3RN, Last Wednesday 8pm (Winter/Spring) for Summer/Autumn see web site www.jecdevon.org.uk . Ian Lock Chairman/Social Secretary thelordlock@gmail.com, 01395 567820.

Dorset Region 13
Broadstone Golf Club, first Wednesday at 7.30pm. Bob Flint, Tel: 01202 743683, bob.flint@ntworld.com www.dorset-jec.org

Essex – Thameside Region 14
Langdon Hills Golf and Country Club, Lower Dunton Road, Bulphan, Essex.RM14 3TY. First Tuesday. Doug Warren dwarren169@btinternet.com

Essex and Suffolk Borders Region 15
The Cricketers, Spring Lane, Fordham Heath, Colchester, Essex, CO3 9TG
First Monday (or second if a Bank Holiday). Bob Welton bobandhelen@talktalk.net 01255 473535 Peter Pearson 01206 271660.

Hampshire – New Forest Region 32
Drift Inn, Beaulieu Road, Beaulieu, Hants SO42 7YQ. First Sunday at 12 noon. Richard Sellers rick@newforestjec.org.uk www.newforestjec.org.uk

Isle of Man Region 24
The Creg Ny Baa Hotel, Creg Ny Baa. First Wednesday at 7.30. Steve Woodward at stephen_woodward@yahoo.com. Region website:www.jeciom.org.

Isle of Wight – Region 25
The Fighting Cocks pub at Arreton, PO30 3AR. First Monday at 8.00pm
Keith Parish 01983 862519. email: jeciow@aol.co.uk Web: www.jeciow.co.uk

Jersey Region 106
We usually meet monthly on a Sunday. Chris & Andrea Le Boutillier andrea@leboutillier.co.uk or 07797 799470.

Kent Region 27
The Three Horseshoes Knockholt, Sevenoaks, Kent. Fourth Wednesday. Jerry Stamper or John Suttie 01959 563864. email: jasuttie@live.co. uk

Kent South Region 66
The Conningbrook Hotel, Canterbury Road, Kennington, Ashford, Kent, TN24 9QR. Second Tuesday. Phil Utting, 07813 689606 email: filooting@live.co.uk Web: www.kentsouthjec.org.uk

Lancashire Red Rose Region 93
Samlesbury War memorial Hall, Cuerdale Lane, Samlesbury, Preston, PR5 0UY. Second Tuesday. Pamela Worrall. 07519823249 Between 11.00am and 7.00pm only Email: lancashireredrosejec@gmail.com

Lancashire Swallow Preston Region 90
The White Bull at Alston, Preston Road, Preston, PR3 3BJ Second Tuesday Ian Pickering, jagian@btinternet.com or Sandra Williams, 01772 791499, Sandra.williams21@btinternet.com

Leicester Region 28
Beedles Lake Golf Centre, East Goscote. Third Tuesday at 8.00pm.
Mike Swinfen 01283 734063 mikeswinfen@talktalk.net

Lincolnshire North Region 65
Arties Mill, Wressle Road, Castlethorpe near Brigg DN20 9LF. Third Monday at 8.00pm. Paul Eggleston paul@jec-lincsnorth.com www.jec-lincsnorth.com

Lincolnshire South Region 29
The Three Kings Inn, Threekingham, Second Tuesday at 8.00pm. David Clare, Southcombe, 4, Milthorpe, Pointon, Sleaford, Lincs, NG34 0LD. email: ideclaregencies@andover.co.uk Tel: 01778 440522

London and Middlesex Region 30
The The Ballot Box, Horsenden Lane, Greenford UB6 7QL. Last Tuesday. Allan J. Bennett, Chairman, Stanhope House, 5 Myrtle Avenue, Eastcote, Middlesex HA4 8SA Telephone: 0208 868 7105. Duncan Rowland, Technical Advice, Tel: 0208 868 6516. www.jagclub.org.uk info@jagclub.org.uk

Norfolk Region 33
Venues vary, call for details. Last Tuesday Mike Lyons 01603 426602

Norfolk – North Region 81
The Buck Inn, Tilney St. Lawrence, Kings Lynn PE34 4QQ. Third Thursday Barry Ayres 01945 880311 email barryayres8@gmail.com

North East Region 35
Heworth Golf Club, Gingling Gate, Heworth, Gateshead, NE10 8XY. Last Tuesday at 8.00pm Jim Scott tel: 0191 3893216/07948 389989, email: jimscott@live.co.uk

Northants Region 34
The Lilacs Inn, Isham, Kettering NN14 1HD. Second Tuesday. Dave Lewis Chairman, 01536 462153 divedjl@aol.com

Northern Ireland Region 36
The Old Inn, Crawfordsburn, County Down BT19 1JH. First Tuesday. Phone to confirm. Brian Dorman - Chairman 02893362197. Alistair Campbell Membership: Secretary 0780 2928661 alistair-campbell@lineone.net

Nottinghamshire and Borders Region 40
The Crown, Bathley, Newark. Check for details. Charlie Dunleavey 07854450116 charles.dunleavey@btinternet.com or Geoff Medland, Geoff@quaker4.freeserve.co.uk Tel: 01332863594

Oxford Region 94
We meet monthly but dates vary, see website. Robert de Newtown.
website www.JECOxford.org.uk

Portsmouth Region 105
The Churchillian Portsdown Hill, Portsmouth, Hants. PO6 3LS Second Monday. Mike Kennedy. mike.kennedy@jec.org.uk Regional Website: www.jecportsmouthregion.co.uk

Scotland Angus Region 85
Plough Inn, Market Street, Forfar. First Tuesday. Mike Brodie 01307 466787

Scotland Central Region 97
Leapark Hotel, 130 Boness Road, Grangemouth, FK3 9BX. Last Monday 7.30pm James Morrison 01324 472196 james.morrison@sky.com

Scotland Clyde Region Region 103
The Newhouse Hotel, Glasgow Road, Newhouse, Motherwell, ML1 5SY, Junction 6 of M8. First Monday at 7.30pm. Jim Stewart 07414963175.

Scotland Edinburgh South East Region 46
The Cockatoo, Old Craighall Road, Millerhill, Dalkeith EH22 1RZ (0131 663 2778). Last Tuedsay. Hugh McDiarmid (0131) 552 5688. hugh.mcdiarmid@blueyonder.co.uk.

Scotland Fife and Tayside Region 18
The Lomond Hills Hotel in Freuchie. Last Tuesday at 7.30 Terry McDougall 01764 670579 kareen@live.co.uk

Scotland Glasgow Region 20
Burnside Hotel, Rutherglen, Glasgow G73 5EA. Second Wednesday
Jim Colville, 10 Glenlui Ave, Burnside, Glasgow. Tel no: 0141 631 2208 www.jec.org.uk/glasgow

Scotland Grampian Region 76
Henry Riddoch The Brambles Keithhall Inverurie Aberdeenshire AB51 0LJ Tel 01467629627 Mob 07970609056

Scotland Highlands Region 44
Richard Farrand Tel 01349 877226 Fax 01349 877242 or mailto:kinkellclassics@live.co.uk

Shropshire and Welsh Borders Region 43
The Horseshoe Inn, Uckington, Shrewsbury SY4 4UL. Second Tuesday at 8.00pm.(no monthly meeting in December or February). Ray Searles or Al McLean (01952415348) http://jec-region43.org/default.aspx

Staffordshire North Region 39
The Bleeding Wolf, 121 Congleton Road North, Scholar Green, Stoke on Trent, Staffordshire ST7 3BQ. Third Tuesday at 8.00pm Mike Beirne 01782 866003 jec@mbeirne.freeserve.co.uk

Surrey Region 51
The Brooklands Museum, Brooklands Road, Weybridge. Third Thursday at 8.00pm. Lewis White, 07802 436700.

Surrey Hants Border Region 50
The Jolly Farmer, Binstead Road, Blacknest GU34 4QD near Bentley. Second Tuesday. Victor Sayer 0118 9736623.

Sussex – East Region 52
The Inn on the Park, Golden Cross, East Sussex, BN27 3RN. Third Monday 8.00pm. Fred Bone. 20. Freeks Lane. Burgess Hill. RH15 8DG. fred@hhta.eu 01444 239853.

Sussex – West Region 53
Tottington Manor (off the A2037 on the road to Edburton) BN5 9LJ. Third Wednesday at 8pm. Richard Treacher, 98 Rectory Road, Worthing BN14 7PN. Telephone 01903-236792. Email: richardtjaguar@gmail.com

Tamar – (Plymouth) Region 41
The Who'd Have Thought It Inn, St Dominick, Saltash, PL12 6TG. First Thursday Ann Jewitt ann@jewitt.org)

Three Counties (Hereford, Worcester and Gloucester) Region 57
The Royal Oak, Much Marcle, Ledbury Herefordshire HR8 2ND. Second Tuesday at 8.00pm Gerald Morgan. 07711801478 or 01594832752 GEMorganlifting@aol.com

Wales North Region 62
The Griffin Inn, 102 Mould Road, Mynydd Isa, Near Mould, Flintshire CH7 6TF. Second Monday at 8.30pm. Keith Hurlock 01978 854180 k-hurlock@sky.com

Wales South Region 47
BBC Club Llandaff. Third Wednesday. Colin Manconi, Tel: 07977 474637. email: colin.manconi@jecsouthwales.co.uk Web: www.jecsouthwales.co.uk

Wales West Region 80
Halfway House Pontargothi, Nantgaredig Carmarthenshire. No fixed date for meetings; please contact for event information. David Evans, Secretary (0)1269 845031 david.evans39@virgin.net

Warwickshire – Coventry & Hinckley Region 22
Jaguar Sports and Social Club, Browns Lane, Allesley, Coventry, CV5 9DR First Wednesday. Mike Sharman mike.sharman1@btopenworld.com

Warwickshire and North Oxfordshire Region 37
Granville Arms, Barford, Wellesbourne, Warwick, CV35 8DS. Fourth Wednesday. Jeremy Whyman jandmwhyman@btinternet.com

West Midlands Central Region 7
Hampstead Social Club, Old Walsall Road, Great Barr, Birmingham, B42 1HY. Last Thursday. Geoff Johnston 07956 150161 www.jec-central.co.uk

Wiltshire Region 99
The Raven Inn, Poulshot, West of Devizes, off A361 SN10 1RW. Second Thursday at 8.00pm. Don Westcott 01249 821854 email: wiltshirejec@aol.com

Wirral Region Region 110
The Bridge Inn, Bolton Road, Port Sunlight, Wirral, CH62 4UQ third Thursday at 8.00pm. Third Thursday at 8.00pm. Ron Taylor 0151 6779780 r44jaguaron@talktalk.net

York and District Region 89
The Duke of York Inn, Bridlington Road, Gate Helmsley YO41 1JS. Chris Sidle, email: sidle487@btinternet.com

Yorkshire Ridings Region 42
The Manor Golf Club, Bradford Road, Drighlington, Bradford, West Yorkshire, BD11 1AB. Third Monday 7.30 to 8.00pm. Laurie Mann, Chairman Ridings Region. email: lauriemann@rocketmail.com Tel: 01132532116 or 07867511331.

Yorkshire South Region 48
The Phoenix Golf Club, Third Monday Carol Robinson 01909 773890 email jecsouthyorks@yahoo.co.uk Gordon Jackson 01302 866856 email gordon_syorksjec@yahoo.com

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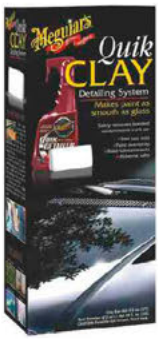


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JE Classifieds, Jaguar Enthusiasts' Club, Abbeywood Office Park, Filton, Bristol, BS34 7JU.

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- ☐ **5 Mark VII/VIII/IX**
- ☐ **6 Mark X/420G/DAIM DS420**
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- ☐ **8 S-TYPE/420/SOV '66 TO '69**
- ☐ **9 XJ6 S1,2,3 & DAIMLER**
- ☐ **10 XJ12 S1,2,3 & DAIMLER**
- ☐ **11 XJS**
- ☐ **12 XJ6/XJ12 & DAIMLER (XJ40)**
- ☐ **13 XJ6/XJ12 & DAIMLER (X-300)**
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MKV & PRE 1949 CARS



MK IV RHD 1946 £44444.

British racing green, 3.5 Litre, Inox exhaust, Electric new, Matching numbers, Jaguar Heritage Certificate, SS 100 grill, no problms with overheating, registerd in Austria .Tel: +43 664 35 739 06 or email: office@gaertnereiziegler.at.

XK120, 140, 150



XK150 FHC 1960 £85000.

Cornish grey. 3.8 ltr with overdrive. Kept in heated premises by 3 consecutive enthusiastic owners, present one 20 years. Original 59,500 miles from new, in very good order. Engine and cylinder head never disturbed since inception. Tel: 01756 770207. N. Yorkshire.



XK120 ROADSTER 1951 £75000.

Metallic blue with two-tone blue leather. A splendid machine. rather original Still with spats. Tel: 07867782402.

XK 150 DROPHEAD 1957 £66000.

UK Car. Original Registration. Scarlet. Excellent oatmeal leather. Good matching hood. Super quiet 3.4 Litre Engine. Not Concours but very presentable. Stainless exhaust. Sparkling chrome Wire Wheels. Drives nicely. Tel. 01722 743681. Wiltshire.

C & D TYPES + REPLICAS



REPLICA E TYPE ROADSTER (LE MANS CHASSIS NO 45), 1978 , £11995.

'E' type Replica (JPR WILDCAT), new MOT owned 10 years (Cortina 2 ltr mechanics) very cheap to maintain (35mpg) Insurance only £120 pa for me, very low mileage, may consider inexpensive classic with mot that's tax exempt in p/x. Tel: 01656721880

C-TYPE PROTEUS £65000.

Proteus replica, BRG, Man O/D 4.2 engine, single door, wire wheels, electronic Ignition, up rated brakes, very good running order. Reluctant sale due to downsizing. Tel: 01288 341216.

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Urgently wanted E-types and classic Jaguars in any condition. Will travel any distance. We pay more.

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SERIES 2 2+2 1970 £34500.

Fully restored in BRG, complete detailed photographic records of all the work carried out. New interior in biscuit fitted by BAS international. Inertia reel seat belts, toptint windscreen, Pioneer stereo system, Stainless steel exhaust system, MOD gearbox. Tel: 01386 446833.



S1 4.2 FHC 1965 £69500.

Totally original body, quality respray 15 years ago, superb shutlines, many sensible mechanical upgrades wheels, shocks, brakes, 123 ignition etc etc. A truly first-class example. Phone 07547 480189 or email: etypeS14.2fhc@btinternet.com for full details. Northants.



S2 COUPE 2+2 4.2 LTR 1969 £29000.

L/Hand drive. Unfinished restoration project. Repainted. Needs re-upholstering. Engine problem, not running, possibly big end. I ve got the majority of parts but some parts will be needed to complete. Tel: 01452 760321/07753990345 or Email: jillianayland@yahoo.co.uk.

E-TYPE ROADSTER 1973 £75000.

E-Type Series 3 V12 Roadster. Signal red, black leather trim. 49,000 miles. Stainless steel wheels. MOT. L reg 1973. Excellent condition. Tel: 07968 189821.



S3 CONVERTIBLE 1972 £38000.

V12, automatic. MOT. Daily runner in the summer. Lots of bills and past MOT's. Owned for the past 10 years. Tel: 07956 559 083, London.



FLAT FLOOR S1 OTS 3.8 LTR 1961

Matching number RHD car with history and Heritage. Welded louvre bonnet / etc. Excellent condition after total restoration. (even the clock works!). Superb long term investment. Tel: 07955193682 or flatfloor61@gmail.com.



S3 V12 ROADSTER 1974 £120000.

Supplied new by Patrick Motors then repurchased as part the Patrick Collection for 19 years, in unrestored original condition, 31,000 miles Current fastidious owner last 20 years, Full history, Heritage Certificate. Tel 07729 925019, Exeter.



E- TYPE SERIES3 1973 £17000.

Left hand drive, some modifications to engine ie injection fitted. Some small parts missing would make a good rolling restoration, nearly new tyres, engine frames and stainless exhaust. seats re trimmed, new carpets now tax free. Tel: 02078713109



S3 V12 AUTO COUPE 2+2 1971 £38000.

Excellent condition finished in indigo blue with dark blue leather trim.Reg: FAX 150K 'My precious' has been carefully looked after, current owner 10 yrs Mileage 47K with full documentation from 1993 .Historic vehicle with no road tax. Tested May 2015. Tel: 07973116796



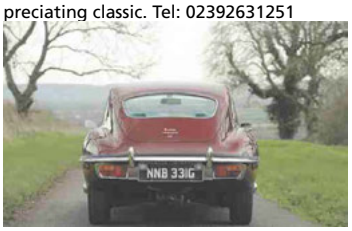
ROADSTER V12 1973 £71500.

UK car first reg 8/11/73. 52000 MLS current owner since 1989 fully refurbished with photo record and extensive document file. Special order Heather with maroon. Chrome wire and exhaust, dry miles only stored in aircon and or bubble as owner mostly abroad. Stunning immaculate condition. MOT May 2015. Tel: 07791831075



SERIES 2 1970 £38000.

RHD. Finished in stunning Brooklands Green with full beige leather interior. US import, UK Registered in 1990, LHD to RHD conversion. All original features apart from upgraded cd-stereo. Fast appreciating classic. Tel: 02392631251



S1.5 LHD 2+2 COUPE 1969 £40000.

4.2 LTR US spec sold new by BL New York. Restored 2004. Excellent bodily, interior and mechanically. Good oil press. Regency Red/Cinnamon leather. Factory fitted AC. MOT'd (no advisories) to Sept 2015. 92,623 miles. Heritage Certificate with matching numbers. Must be seen to appreciate how good it is. Phone 07973 367882 or 01509889055



SER 1 2+2 1967 £14000.

Mine for last 21 years with full history, MOT March 2016, Webasto sun roof, Kenlowe fan, needs tlc. Tel: 01296655485

MKVII, VIII AND IX

MK IX SALOON 1960 £22500.

Very good condition. Body restored. Bare metal respray. Have photos. New interior, seats and wood. Not perfect. A couple of scratches and v small dents. Everything works. Fortune spent. Tel Danny Brock: 07967 179176. Kent.

MK1 , MK2, 240, 340 & DAIMLER V8 PRE-1970



ROAD RACE MK2 3.8 LTR 1960 £29500.

BRG, Coombes type modifications, little used since £11000 engine rebuild. Days high performance or race course as part of the deal. Perfect to start racing. Ring Jon: 07909 746115 for more details. Possibly swap for a Morgan 3 wheeler.

JAGUAR MK2

Not another like this. Unique opportunity, this hidden discovery early 3.8. Unmolested, fascinating history. DVLA documents. Driving car with period quality accessories/features. Vetted buyers check. Tel: 07763196394. Midlands.



MK1 3.4 1959 £57000.

BRG, suede green trim. M/OD, matching wires, matching numbers chassis No, Superb restoration to factory original spec. History Ex JD Classic, the best there is. Tel: 01772 612175, Lancs.



MARK 2 1967 2.4 1967 £3500.

95,000 Miles, Manual Brown/Beige. Wide chrome bumper type. Needs a lot of welding and respray Has new spares such as sills and carpets. Please do not hesitate to ring or message for a viewing or any questions you might have. Tel: 07988 280066 or 01639711005

MKII 3.8 1965 £30000.

Dark blue manual overdrive, imported by myself from South Africa ten years ago and maintained to an excellent standard in all respects ever since. A thoroughly genuine usable and well presented car which any inspection will confirm. Available in SW London for viewing. Tel: 0207 738 2051



MK2 2.4 AUTOMATIC 1961 £25000.

Indigo blue paint and leather. Complete toolkit and Dunlop crossplies, Ace wheel trims, 34,567 miles at June 2014. Engine rebuilt at 24,000 miles by VSE, Mid-Wales, giving reliability, 110mpg and 25 mpg. Maintained from new by father and son at local garage. Tel: 07956 655414 or 07747587937



MK2 3.4 MANUAL O/D 1964 £24000.

Red leather interior thousands spent over last 14 years new carpets leather door cappings and wood work bodywork restored as required Poly bush front suspension electric cooling fan stainless steel exhaust moto-lita wheel electronic ignition fitted Older bare metal restoration photographs and large history file back to 1979. Tel: 01664434297.



DAIMLER V8/250 1969 £22500.

Immaculate condition owned for over 30 years ,full re spray and restoration with a complete overhaul of engine and automatic gearbox, ss exhaust, body work completely rust free no welding, fully refurbished interior with no expense spared on this restoration a future concours winner. Illness forces sale. Tel 01207 542419 mob 07810282431.

S-TYPE, 420, D.SOV (63-69)

S-TYPE 3.4 LTR £26000.

MOD, carmen red, fully restored, new chrome SS wire wheels. Recon engine, vicarage power steering, front and rear suspension, brakes, clutch, rad, petrol tanks, rubber seals, carpets, head lining and wood all new. Tel: 01354 657108, Cambs.



S-TYPE 3.4 LTR 1967 £18000.

Manual, two owners, excellent condition. Total ground up rebuild 7 years ago, with bare metal respray, new sunroof, alarm, rewire, power steering, stainless steel exhaust, good oil pressure. New MOT. Tel: 01491 573261, Oxfordshire.



420 SPARES OR REPAIR £1000.

420 for spares or repair, no interior, damage to engine bay wiring, engine run ok before, front suspension rebuilt with poly buses and new callipers. number plate ends in 420F. Tel: 02078713109



3.4 S TYPE, M/O/D 1968 £19000.

Opalescent blue, A1 walnut and blue leather. 10K miles since total rebuild 2006, incl bare metal respray, low miles donor engine, bores, rings, bearings, ex valves, crank reground, ball joints, brakes, diff seals, headlining, rubber seals, clutch. Recon o'drive, dynamo, servos, master cyls, drive shafts; DAB, Elec ignition. Garaged, loved, MOT, ton spares. Tel: 07931570856

XJ6, S1, S2, S3 & DAIMLER



S2 XJ COUPE

Manual with overdrive. Fern Grey, original moss green hide. One of only around 15 that remain. Restored in the early 1990's; £11,000 spent since 2007. Full history includes Passport to Service with all invoices. Tel: 07721 399965.



SERIES 1 4.2 SALOON 1970 £30000.

45,833 miles. Automatic. Gold with black leather interior. Mint throughout, show winner. Not another like it. Tax exempt. Owned for 43 years. Was at Thoresby Pride and Joy. Tel: 01246 472872. Derby



SERIES 1 4.2 SALOON 1969 £3000.

A very early and rare 1969 manual Owned by one family from new. Full service history. The bodywork and interior are in good condition but restoration work required underneath. SW London. Tel: 07785 254208.



DAIMLER S1 4.2L 1972 £10000.

Ascott Fawn with Burgundy trim, 90k miles, Last owner 23 years (deceased) Regular maintenance and continuos refurbishment. An original car in fine condition Agreed value £11.5k. Tel: 01440 786222, Email: david.newton42@btinternet.com, Suffolk.



DAIMLER SOVEREIGN SII 4.2 LWB AUTO 1977 £2000.

Regency Red,78,000 Miles. All welding done, Resprayed In working condition Easy M.O.T. Leather seats in worn condition. Good overall condition for age Impressive classic. Please do not hesitate to ring or message for a viewing or any questions you might have. Tel: 01639 711005

XJ12 S1, S2, S3 & DAIMLER



XJ12 SII 5.3 1977 £2250.

Good condition for year, 68,000 Miles All welding done Re-sprayed, Good leather interior, Yellow/mustard with black vinyl roof. A very desirable classic car. Please do not hesitate to ring or message for a viewing or any questions you might have. Thanks for looking.Tel: 07988280066 or 01639711005



DAIMLER DOUBLE SIX S1 1972 £11495.

Morello red with chamois leather. 64325 genuine miles with full history to back this up. Very close to mint condition . I have owned this car for 13 years and maintained it regardless of cost .Health issues are forcing the sale of this very rare car. Ring 07503277818 or email davidpatwall@hotmail.com for details and more pictures.

XJ12 SPARES OR REPAIRS

private reg is XJ12 442 all panels are solid engine want start due to alarm imobiliser all eletrics work cream leather 5 mint alloys with pirelli 6000 tyers loads of tread, sun roof rusting but not leaking make me sensable offers Tel: 07765636166

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2007 56 JAGUAR XK 4.2 CONVERTIBLE, Ebony/Warm Charcoal Hide, 41,000 miles, FSH **£21,995**

JAGUAR XF 3.0 DIESEL, Choice of 2 from **£16,995**

2008 58 JAGUAR XF 3.0 PREMIUM LUXURY V6 AUTO, PETROL, Ebony/Barley Hide, 1 owner, 19,000 miles, FSH **£14,495**

2007 07 JAGUAR XJ 2.7 TDVi Sovereign V6 AUTO DIESEL, Indigo Blue/Ivory Hide piped Warm Charcoal, 42,000 miles, FSH **£12,995**

2009 09 JAGUAR X-TYPE 2.2d PREMIUM DIESEL SPORT ESTATE, Auto, Chilli Red/Warm Charcoal Diamond Hide, SAT NAV, FJSH, 43,000 miles **£11,995**

2009 59 JAGUAR X-TYPE 2.0d S DIESEL, 5 Speed Manual, Liquid Silver, Warm Charcoal Half Hide, Sat Nav, 1 Owner, 38,000 miles, FSH **£8,995**

2009 09 JAGUAR X TYPE SOVEREIGN ESTATE 2.0d, 5 Speed Manual, Shadow Grey/Barley piped Mocha Hide, 78,000 miles, FSH..... **£8,295**

1998 S JAGUAR XK8 4.0 Coupe, Carnival Red/Ivory Hide, 62,000 Miles, FSH **£6,995**

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COUPE 1992 £3750.

VGC. Red. Automatic. MOT. Cream interior in vgc. Heater/Air Con in full working order, no problems. Radio/C.D fitted but have original Jaguar Radio to go with the car. Car kept garaged, viewing recommended, can be seen in a well lit garage. Selling due to lack of use. Tel: 07931 352194, London.



CONVERTIBLE 1989 £6700.

Solent Blue with Magnolia leather interior, 103000 miles. Wonderful condition inside and out, no rust anywhere driven to France every year always garaged. Tel 01706 621604, Heywood, Manchester.



V12 COUPE 1990 £3500.

Solet blue dark blue interior tax and test 101000 miles, good condition ring for details. Tel: 07817358738, S Wales.

CABRIOLET MANUAL 1984 £6250.

Nice 3.6 LTR original condition with lock boxes at 70,000 miles, Antelope metallic paint, excellent chrome, strong engine, running gear rebuilt within last 3000 miles. Injury forces sale, price includes dateless plate. Tel: 01342 316492 or 07747 107707 West Sussex



4.0 LTR AUTO COUPE 1992 £4000.

Kingfisher blue, oatmeal interior, Mileage 89,000, quad headlamps, Body and mechanics in very good Condition, years MOT, Mid Wales Tel: 01686 650375.



XJ-SC CABRIOLET 1985 £3495.

Re-panelled rolling body shell as required and professionally repainted Jaguar Phoenix Red perfect condition! All other parts including 5 speed manual gear box / new soft top hood and 4.0 litre engine available. Sorry for the lack of pics. West Sussex Tel: 07973 798740.



XJS CONVERTIBLE 1989 £9000.

Owned for 10 years, Used for european tours and club events. Always garaged and serviced. A properly used and maintained car. Silver with excellent leather interior. 107000 miles and only 27000 in last 18 years. Mechanics and bodywork sorted by specialists. Extensive history file. MOT 4/15. ideal for this XJS year. Tel 01858525338 (messages).



XJ-S 3.6 AUTO 1990

Metallic dark grey, leather seats, lattice alloys. MOT until 09/15. Mine 16 years (JEC member), with history file including replacement front subframe. Rarely used in recent years, good home sought. Would benefit from some bodywork. Sensible offers.01273774814



XJSC V12, 1986 , £5750.

White with mulberry interior. Rear seat conversion. 89k miles, summer use only, owned for last 23 yrs. Loads of history and work over these years most recent. S/S exhaust, full brake andamp; suspension refurb, refurb wheels and new tyres. MOT'ed every year current due Sept. Declared SORN. Ring George on 0118956 0501/07817583512.01189560501



LHD XJS 4.0 CONVERTIBLE 1996 £12500.

British Racing Green imported from San Diego, fully registered P plate. British Heritage Certificate 144th before end of production. All papers used to register available, No rust,driven to garage and back for MOT. New Battery, new tyres. Fully alarmed two keys. She is ready to drive for celebrations this year. Tel: 07860557757, Swindon.



XJS V12 CONVERTIBLE 1989 £14444.

Stunning XJS convertible. Taxed and tested July 2015. All usual jaguar refinements. Electric roof, electric windows, heated seats, cruise etc. beautiful red coach work with contrasting full leather interior. Fully waxoyled underneath. Fantastic smooth ride and effortless performance from the V12. Luxurious open top cruising for the summer.07969769461

XJRS 6 LITRE MANUAL 1991 £7000.

6 LTR race or track day car. 4 speed manual tubular manifolds, modified water rails, side exhausts, speed lines with very good tyres, new front brakes and pipes.New clutch, interior needs cleaning, louvered bonnet on pins, auto gearbox, complete exhaust and aircon parts to go witrh the car. Photos on request. Tel: 07711366011. Could deliver to Dover.07711366011

XJS 3.6 LTR 1989 £3995.

50,000 miles light mettalic blue excellent condition all round some age related marks mots varify milage 43,000 miles in 2005 lattice alloys, original tool kit recent service beige leather interior , headlinning being replaced i ordered beige and black turned up so just awaiting correct colour b4 ftmnt 12 months mot. Tel: 07825238852



XJS 1993 5.3 AUTO, 1993 , £6295.

Catkin pearl green magnolia leather, 96000 miles. FSH heated memory seats, a'con, cruise control Jag CD immobiliser and remote locking. Enhanced ECU performance, wax oiled, new tyres springs and gas shox, calipers and rad. New headlining and stainless exhaust system,immaculate interior, paint work, engine bay. Full MOT. Tel: 01793 871659

XJS-C 1985 £1150.

Mechanically excellent. Body average for age. Interior and hood need TLC. Very reliable, daily use. Age forces sale. Tel: 07831285829



XJS 5.3 LEMANS 1991 £3000.

Red. Cream Interior MOT.12/6/2015 70,000 miles In need of T.L.C. Tel: 07776393439.



XJS CONVERTIBLE AUTO 1989 £8250.

Artic blue with Magnolia leather, excellent condition, full specification. Summer use only, always garaged. Lady owner for 24 years. 51,000 miles.FSH,MOT. Tel: 01257400301

XJ40 & DAIMLER (86-94)



SOVEREIGN 1994 £950.

MOT from Aug'14, high mileage but great runner. Good tyres-rears brand new, pepperpot alloys, all working including A/C, CD, radio, VCM, sports mode. Currently SORN June '14. Very well maintained-no expense spared. Tel: 07582582746 or 01239 710147.

DAIMLER 4.0 SALOON 1990 £2000.

Pale green. 135109 mileage. Cream interior. MOT June 2015. Fully maintained. Regularly serviced. Owned from new. Tel: 01264 781264. Andover.



V12 6 LTR 1993 £9995.

One owner from new, 31,000 miles, Flamingo with magnolia piped cherry, sun roof, sports suspension. Last time shown won Best Car in Show. Reluctant sale due to loss of garage. tel 07729 925019, Exeter.



SOVEREIGN 3.6LT 1987 £1500.

Very well maintained. Waxoiled, very sound. New tyres, 6 months MOT and just serviced. 148,000 miles. Moorland Green, a lovely colour, Tan interior. A very elegant and beautiful car. Tel: 07850401071 Oxford.



XJ6 GOLD EDITION JUST 30121 MILES 1994 £5289.

Registered new 21st March 1994 by Jaguar Main Dealers Colliers of Sutton Coldfield, this low mileage example has covered just 30,121 miles from new. Full Jaguar history with every MOT certificate from new fully support this incredible car. The interior in particular is simply sublime. MOT July 2015 UK or can be German registered too..+491725238415

XJ40 6.0 LTR 1994 £6000.

This XJ40 is in excellent condition. A prize winner on several occasions. It is carnival red with cream interior. MOTD with 46,000 miles on clock. This V12 is a dream to drive. Price open to negotiation. Tel: 01343 541035.

X300 SALOONS AND DAIMLER (94-97)



MANUAL SPORT £1400.

BRG with half leather, 144K miles, XJR alloys, + Grille, always garaged, waxoyled, all manuals plus 2 keys. Series 1 forces sale. Tel: 01424 443778, Hastings.



3.2 LTR IMMACULATE 1997 £1500.

2 former keepers, 3 keys, long MOT, Full Service history, 108000 miles, Unmarked condition inside and out owned by non smoker all its life, close to show winning condition, all previous MOTs DAB radio fitted original radio with the car, no rust, no exhaust smoke, delivery, can be arranged. Tel: 07531 281437.



3.2 LTR EXECUTIVE 1997

Antigua blue with cream leather in beautiful interior. Severely damaged N/S. Driveable but not street legal. Brand new head linning just fitted 5 nice alloys, well shod, cherished 8 years, JEC member. Tel: 01843 865175, Kent.



EXECUTIVE 3.2 LTR 1996 £4600.

33885 miles, excellent condition, red with oatmeal leather. Old MOTs, current MOT Oct 2015. No advisories, all original paperwork, lovely car, but not being used. Private plate if required. Tel: 01269 591147.



3.2L SPORT 1997 £2650.

Immaculate condition, inside and out. 3 former keepers, full service history. Sailed through the Mot. Now tested until April 2016. Mileage only 70,000. Colour Antigua Blue. A very classy car, very well cared for. Wakefield area. Tel: 01924 629939.



3.2 EXECUTIVE 1997 £1850.

117000 miles, MOT Mar 2016, Dark green metallic, with oatmeal leather, Dimple alloys, much work in the past year, including rear brake rebuild. Service history. Very clean runs well and reliable. Complete with under bonnet tool kit, reverse park sensors, full size alloy wheel. Tel: 0191 3893216 or 07948 389989, Durham.



EXCUITIVE 3.2 1996 £3250.

Carnival Red with Ebony full Leather In Mint condition 8x CD player. Tool kit Good service history. Everything works as it should even Clock! 78500 miles from New. 2 owners. near new tyres. MOT May 2015. Ready to Show/Use. South Cheshire. Tel: 07880727870



BREAKING FOR PARTS 1995 £60.

No rust non runner problem with the immobilizer, £150 engine, £300 grey and blue interior, £60 front wings each, bonnet and boot £80 each, set of 4 alloy wheels in VGC £250, front and rear good chrome bumper £95 each, Tel: 01934 853 282 or 07847015175.



4.0 67K WITH FSH SWB 1995 £5999.

Kingfisher Blue, amazing history with bills for 000's spent, new tyres, brakes etc etc, drives superb, fitted with power-wash lights, Harmon Kardon 9 speaker audio, heated front screen, memory seats, electric steering wheel, Chromatic mirrors etc, will be sold with a new MOT. Tel: 07845600278



XJR6 SUPER CHARGER 1995 £2450.

V.G.C. Interior very clean,few age related marks. Slight wear on drivers seat.Headlining sagging. Harmon Kardon.Powerfold mirrors. Overall bodywork is good. Small rust hole N/S/F wing.Scratches on both front bumper corners.All Keys/Remotes. Massive History file of £22k plus. Service history upto 134000, now done 140000. MOT June. Tel: 07711366011.



XJR6 SUPER CHARGER 1995 £3500.

Excellent condition, mot. Body and interior perfect except headlining has started to sag. New tyres, refurbished wheels. Memory Seats. Heated Seats. send or email for more photos. Tel: 07711 366011.

XK8/XKR (1996 - 2005)



WANTED!!!

XK8/XKR and XJ Saloons 2003-09, XF/XFR, S Type 05-09, XJS Coupe/Convertible and Series 3 XJ6/12. For a discreet and effective nationwide service either purchase or commission, please contact WYN THOMAS JAGUAR (Essex) 07973 186698 or wyn@wynthomas.com (T)

XKR 1998 £4100.

Runs well 11mths MOT Dark blue with white interior and walnut dash. Good tyres. Lots of work done on engine and gearbox, timing chains, plus+++ interior and exterior need a little cosmetic attention. that said she still holds her beauty and drives superb. Also private plates. Tel; 07412525202 south Lincolnshire.



4.2 COUPE 2003 £9500.

69k miles Zircon blue metallic with full ivory leather, walnut dash and console. 2 keys. MOT June 2015. Stunning condition inside and out. Includes J3 XKJ reg! Tel: 07977931041.



XKR 4.0L CONVERTIBLE 1999 £8250.

82000 miles, MOT until Feb 2016, stunning sapphire blue with ivory interior and walnut dash. Heated memory seats, 6CD changer, Good condition, service history and no rust. A8 RXK plate included, Tel: 07971 233-673, Kent.

CONVERTIBLE, 4.0L 2001 £5995.

141000 miles but engine replaced at 137000. Platinum silver with black leather, CD player, electric seats, windows. MOT Jan 2016, serviced by Swallows of Somerset. Excellent condition. Tel: 07941623723 or email: roger.cook47@gmail.com, Herts.



4.2 LTR COUPE 2002 £3800.

Six Speed Auto, 52 reg 19'' Mags, Beige trim, History, Two owners, current seven years, rear park assist, High miles but very reliable. Tel: 01684 591 112 or 07971541340, Worcester.



4.0 LTR COUPE 1999 £4750.

Dark blue coupe, auto, 91000 miles cream leather. Move forces sale. Recent service, full history. First to see will buy. Tel: 01572 575485, Worcestershire.



XK8 4.2 COUPE 2002 £7775.

6 speed auto pacific blue ivory leather interier with classic walnut dash. Full service history 77k miles. MOT July 2015. 20' Detroit alloys with new tyres recently fitted. Excellent condition always garaged. Much admired and enjoyed car. Tel 07775447733. Shropshire.

X-TYPE

X-TYPE DIESEL 2006

1 owner, 4 good tyres. Serviced regularly. 12 months MOT. £80 diesel in tank. 46k mileage. Tel: 01248 713426. Anglesey.

X-TYPE SPARES OR REPAIR

Currently off the road with unknown engine damage. Immaculate body work and interior, 69,000 miles. good buy for someone with knowledge or someone looking for parts. Tel: 07796540586



X TYPE 2.0D ESTATE 2006 £3650.

Metallic grey. 97,000 miles. MOT June 2015. 17' alloys, full size spare. Excellent tyres, regularly serviced, last service July 14. CD player, roof bars, boot tray, parrot phone, electric seats. Bought new Jag. V.G.C. Tel: 0115 920 7940. Notts.



ESTATE 3.0LT SOVEREIGN AWD 2008 £7995.

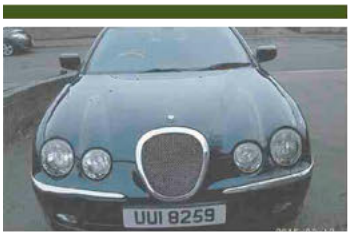
76000miles. 2 previous owners. Current FJSH. Lovingly maintained regardless of expense. All new tyres in October 2014 @ 73,000 miles. Jaguar iPod Audio Connectivity Module. Premium Sound System with 6 CD multi-changer. SatNav. 18' Proteus wheels.Excellent condition. Nr Norwich.Tel: 01953788484E: derek@hillshots.co.uk.



3.0 V6 SE AUTO 2001 £2495.00.

Completed in platinum silver with full Ivory leather with birds eye maple veneer throughout this truly is a stunning example of this A.W.D. luxury saloon. Bodywork in stunning condition for age along with superb interior. Just M.O.T.d and taxed with no advisories. Low mls - 48k. Tel:07868 589897. Scotland.

S-TYPE (1999 - 2007)



3 LTR V6 1999 £1500.

Private plate, 60560 miles, full service history, some age related marks, grey leather, bargain! Tel: 077967 67889, Hampshire.



2.7 D V6 AUTO 2006 £6995.

89k miles. Careful and troublefree miles. Full history. Owned from new. Major service at 88k timing belt, new Pirelli P Zero tyres. Wheels refurbed. Drives superbly, effortless perf, cruises at 42mpg. Not smoked in. Regret having to sell. Tel: 0208 942 5151. Surrey.

3 LTR SE MANUAL 1999 £2950

49,000 miles, MOT 28/10/15 One owner from new purchased in October 1999, this vehicle is in remarkable condition for its age only completed 49.106 miles from new impeccable condition apart from a scuff on the off side bumper rear, if you require more photographs email: pauljaguarxk8@aol.com or Tel: 07783636515



4.2 V8 PETROL 2002 £3995.

Pacfic Blue - Although registered 2002 it is the 2003 Model as it has the Electric Handbrake, FSH, Long MOT, 74000 Miles, New Battery, New Tyres, New Brakes/Discs All round, Grey Leather, A fantastic Spec Tel: 01305815217 or 07860593984.



LOW MILAGE 2002 £2200.

3l petrol Mot sept 2015, 1 previous owner 77k Not used since Oct 2014 due to retirement and no longer needing the car. Kept in garage. Absolutely immaculate condition. Full service history Cream leather and walnut interior Tel: 07958592810, Essex

XJ (X308) 1997 - 2003



DAIMLER SUPER V8 1998 £3250.

Seafrost with ivory leather. MOT Jan 2016, FSH last 7 years by Coventry cats and Jagutek. Chains and water pump done too much to list. Tel: 07531 631351, Norfolk.

SEAFROST 1998 £900

126,800m. MOT Feb 2016. Good mechanical order but body work needs some attention. At 35,000 miles engine replaced. Seafrost with black interior, electric memory seats, cruise control and (faulty) CD stacker. Tel: 01342870291



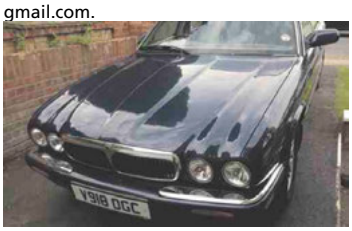
4.2 V8 SE 2003 £6995.

68,000 miles from new one former keeper F.S.H Quarz grey met cream leather interior, always garaged from new only driven on dry days, second car to much to mention. For more details contact Paul: 07748476008 or 07470367663.



LWB 4.0 LTR SALOON 2000 £1500.

79815mls. fsh and serviced by D Marks since 2007. Latest timing chains and tensioners. Sale due to death of owner. Failed M.O.T. on broken coil spring only. Number plate comes with car. Some damage to bodywork. Ideal purchase for avid paint sprayer. Email: philearland@gmail.com.



3.2 LTR 1999 £2450.

108,000 miles, saffire blue, cream leather interior, fsh, well looked after, Reconditioned gearbox, timing chains tensioners upgraded front leather seats replaced, sub woofer added, wax oiled underneath. Tel: 07776 192152



3.2 EXECUTIVE 2000 £4950.

Platinum Silver, 42000 miles, full service history, new tensioners, unmarked Oatmeal leather, perfect headlining, always garaged, drives as you would expect at this mileage, new MOT offered upon sale, everything works. Tel: 07802449921



XJ308 JAGUAR SPORT 2002 £3995.

Sea Frost. 104000 Mls Unmarked body, Clean interior heated and memory leather seats. Auto transmission MOT May 2015.Good tyre's Any trial. Tel: 01617901548



SOVEREIGN 4.0 LWB 1999 £4000.

Meteorite/ Cashmere Leather. Excellent Condition throughout. Lady driver since purchase in 2000. Full Jaguar Service History. Beautiful car to drive. Mileage 104,500. Full MOT/Serviced. Tel: 07721431441

XJ (X350) 2003 - 2009



4.2 V8 SE 2003 £5750.

British Racing Green, full service history, Memory seats, 19" Luxury alloy wheels, 6 CD auto-changer, Multimedia Entertainment package, built telephone system and handset. Rear screen blinds and side-screen blinds. Tinted windows. Michelin tyres relatively new Graphite grey effect facia and door inserts. Tel: 07956387594.



LWB SOVERIEGN TDVI 2008 £9499.

Beautiful, rare, face lift TDvi, Indigo blue with Dove grey leather, all the toys, all working, almost one owner, last one since 2009, 145K miles, mot'd late May 15, just had major service inc gearbox fluid change at XJK, Tel: 07747130139.



PARAMOUNT XJR350 2006 £12000

Monstorous Paramont XJR circa 500bhp, XJR plate, just mot'd, Racing Green and Black, new tyres, Sepangs, sunroof, huge works carried out by XJK, new just about everything, Tel: 07747 130139



XJR TOTAL SPEC, 2003 £6995

fully loaded XJR350 all the usual toys plus s/roof, DVD's, TV, voice, blind pack, heated s/wheel, adaptive c/c, compass mirror, 20' wheels, good tyres, XJR reg, Grey, Black interior,108K miles, Jaguar Cars for 1st 3 years, FSH, tax, mot, just serviced at D Marks, Tel: 07747 130139



2.7 DIESEL SOVEREIGN 2008 £14950.

Full MOT Excellent Condition Service Record 59000 miles Azure Blue/Beige leather interior 20 inch Collosto wheels. May consider exchange for similar value good petrol model and forfeit economy. Tel. 01904608459, Yorks.

XJ6 X350 2004 £5000.

Sport V6 pacific blue. Long test. Sat Nav. 19' wheels. Drives very well. VGC. FSH. Tel: 01226 762368 or 07977 318596. Sheffield.



XJR 2008 £13900.

In prestine condition, all usual XJR refinements, voice command, heated and cooled seats, rear blind, sat nav, Full main agent service history, Selling as have purchesed XKR Tel: 07713476719.

XK (2006 - CURRENT)



4.2 XKR CONVERTIBLE 2007 £22500.

Metallic blue, ivory leather and aluminium dash combination. 20' wheels. Stunning Example, 6 speed auto/paddle shift. Keyless entry,Xenons,MOT June2015, Warranty Available. Tel: 07973 798740



XK COUPE 4.2 V8 AUTO 2006 £17250

48,500 miles. Liquid Silver metallic, Ivory leather and burr walnut interior. 20" Senta wheels, alloy space saver. Sat nav, 6 cd, Bluetooth, heated seats, Bi-xenon lights, keyless start. FSH. MOT Dec 15. Tel: 07713 031135, Halifax



XKR SUPERCHARGED 2008 £26000.

Silver coupe, immaculate. Low mileage (28000). Leather seats, bluetooth, sat nav, heated seats, alloys, premium speakers, automatic F1 paddleshift control, reverse parking control. Tel: 07593211647

XF (2007 - CURRENT)



XF PREMIER LUXURY 2008 £11500.

Vapour Grey. Charcoal interior, Very clean. Jaguar Serviced 60,000 miles all the toys Sat Nav, Rear Camera. MOT. Reason for sale is buying a classic Jaguar. rear Boot cover and full car cover. Tel: 01444239853



XF 3.0D V6 SPORT PREMIUM LUXURY 2009 £18000.

Spectrum Blue with Ivory Leather Interior. The car has always been garaged and is in excellent condition. Only 36,000miles with full service history. 20in Selena Alloy wheels and Jaguar Voice control as extras. Tel: 01424-773708 or 07711-597068.

CAR PARTS

Jaguar
Classic & Prestige
Spares
New & Used Parts Supplied
XJ40, X300, X308, XJS, S3
01724 762310
07889 195122
barrymwilkinson@btinternet.com

BREAKING VARIOUS JAGUARS

Lots of good parts and repairs and electronic repair and free testing ECU etc, all models. Lots of complete cars for sale, drive away. Also Mk 2. Mail order worldwide. 2x V12.0 XJ40s, Cars wanted. Complete XJ12 X300. S1 manual transmission. Graham Rainsbury, www.jaguar-specialist.com, 07427 693915 or 07909 279121. Surrey (T) (RB).

E-TYPE WIRE WHEELS

Four E-Type wire wheels. Not perfect but usable. All with tyres. Don't want to send to scrap, so sensible offers considered. Tel: 07860 542006. Herts..

XJS PARTS

XJS Sill. BHC 1435 -£50. XJS ECUs DAC 5863 - £30. DBC 4410 (Lucas) - £20. Tel: 07772 654644. S. Yorks.

JAGUAR PARTS

Breaking XJ40 - MKII - S Type and X300 LWB Sport. Also good MKII bonnet and o/s front door. All parts from 1963 MKII. Call Mick on 01354 657108. Cambs..

VARIOUS PARTS

Getrag 5 speed box with speedo drive. VGC. Triple carbs. MK10, exc. condition. E-Type triple carbs ex concours condition. 16 inch lattice alloys. Various parts. Tel:01226 297411 or 07952 230714.

X-TYPE ESTATE PARTS £75

Thule roof bars for X-Type estate. Used a couple of times. Perfect condition with instructions. Also Haynes workshop manual unused, buyer collects. Sport-brake forces sale. Tel: 0208 868 3869. Middlesex.



5 DUNLOP SP SPORT TYRES £495.

ER 70 VR 15, Part worn with no curbing or damage. Very little use and in excellent condition. Tel: 01352753169, North Wales, Flintshire.

VARIOUS JAGUAR PARTS

4.2 cylinder headwall fit '65 - '68 E Type no cams but all clamps etc. £2850. Large quantity Whitworth nuts/bolts all re-plated cheap, collection only. Tel: 01730 810255 or 07787 500645. Midhurst, West Sussex.

VARIOUS JAGUAR PARTS

Radiomobile 1070 Xs, circa 1968, mint, original, unrestored andamp; believed un-used still in original packing. £150. Tel. 01730 810255 or 07787 500645. Midhurst, West Sussex.



XJS LATTICE WHEEL £55.

New wheel, not restored. Tel: 01403 710207.



XJS BUMPER PART £30.

Front corner bumper chrome part. Tel: 01403 710207.

VARIOUS PARTS

Borg Warner model 35 auto gearbox. Collection only. £150. Daimler V8 inlet manifold with twin SU's £125. V8/250 parts book £20. Postage at cost for manifold/parts book. Tel: 01202 761163. Dorset.

WINTER TYRES £180.

4 x Dunlop winter sport 225/60/16. Little used, 7-8 mm tread. Surplus to requirements. Buyer collects. Email: ian@ianhazelfunerals.co.uk or tel: 0121 3087777.

SERIES 3 XJ PARTS

Bonnet, boot, sun roof + motor+ECU. E-Type 4 usable wire wheels. Sensible offers please. Tel: 07860 542006, Herts.

SERIES 2 XJ PARTS

4 x Series 2 XJ wheels with good tyres £200. 4 x Series 2 XJ chrome hub caps, very good £60. Tel: 01689 860643, Kent.

S-TYPE PARTS

1999 4.0 litre S-Type, stripped, all parts available. As featured in the Jaguar Enthusiasts strip down parts list. On preloved website (under STYPEJAGSPARE). Good prices for clean parts. Tel: 0161 6130684.



E-TYPE CENTRE DASH

Series 1.5 centre dash. Best offer secures. Tel: 01639 845101.

JAGUAR PARTS VARIOUS

Mark 10 triple carbs 3.34 diff. Getrag 5 speed gearbox. Speedo drive. 16' lattice alloys. 16' tyres. E-Type 2' HD8 triple carbs. Brand new rear caliper and handbrake. Suit XJ6. Tel: 01226 297411. Barnsley.

E-TYPE PARTS

S2 E-Type F.N.S. wing without rust but slight damage. Another with little rust and pair for repair. Internal bonnet panels for clean and paint. Complete boot lid. Tel: 01704 840475. Lancashire.

VARIOUS PARTS

Jaguar manual five speed gearbox gearbox stripped for rebuilding and replace damaged reverse gear. MK10 4.2 manifold and carburetors. MK10 chrome grill, 2.8 litre starter. Tel: 01704 840475. Lancashire.



JAGUAR BONNET MASCOT £60.

Large Jaguar bonnet mascot in near-new condition. £60 inc P&P. Removed from our XK150 when sold. Genuine and original (not a cheap repro). Tel:0208 942 5151. New Malden.



JAGUAR E-TYPE MANIFOLD £50.

Jaguar E-Type L/H manifold with studs. No damage. £50 P&P. Tel:0208 3997541. Surrey.

BREAKING JAGUAR SOVEREIGN

Breaking 2000 Jaguar Sovereign 4.0 Litre LWB. Most parts available. Tel: 01275 847233. Bristol.



E-TYPE SEATS £575.

A pair of seats for a Series 1 E-Type in fair condition complete with runners. Tel: 01767 631340, Beds.

MK2 AND S-TYPE PARTS,

Prop shafts £50, Windscreens £50, Gearboxes with compact overdrive £250, Front and rear door frames £20. Louvered bonnet £100, standard Bonnets £100. Tel: 07837 642552, Lancs.

JAGUAR VARIOUS

XJ6 S1 bumpers, screens, boot lid, chrome screen trims, dash, Daimler grille. MK1 55 - 59 Screens, full spats, grille. Jaguar MK2 screens, boot bonnet, doors, wood, spats, instruments, door handles. Can deliver. Tel: 07977 995207, Gloucester.

JAGUAR VARIOUS

Large leapers on bases £100 pair. Series 2 Hubcaps pair £10, Leaper suit carrier with small holdall £12, Nice Shell petrol can £20, 10 log books 56/63 (Not Jag) Plus 74 Tax Disc £20, 2 Jag tool kits £15 each. Collect Glos, Tel Dave: 07747 176756.

SPARES BREAKING MK2 & DAIMLER 250

Various parts available, call for more information. Also various XJ40 seats with subframes for fit MK2 or S-Type with no electrics. Tel: 01354 657108, Cambs..

MK2 PARTS

Pair of wide bumpers, front has no over-riders. Both solid with no rot, chrome is poor, could be cleaned but ideally needs re-chrome £130. Also, MK II steering box complete but with some play £30. Buyer to collect, south Kent. Tel: 01034 827521 e.mail vaughanbarry@hotmail.com.

MK2 SPARES

Clear out of spares for 1967 Mark 2 Jaguar 2 point 4, including door skin for n/s rear and sill for n/s - both Robey. Many other items, including over riders, wheel discs etc, and a full Kevlar hose set. Please ring for further detail. Neville Perkins. 0151 428 7970 Liverpool.



XK 2009 WHEELS AND TYRES £500.

Dunlop tyres all good; Front 245/40ZR19 5mm+. Rear 275/35ZR19 4mm+. Balanced.One of the front alloys has a small kerb scuff, the other three are unmarked. Buyer to collect (Hampshire) or can arrange transport at buyers cost. Tel 07877653545 or 01590 624234.

VARIOUS PARTS

Pair of Catalytic converters £225 + postage also Water pump £30 + postage would suit X300/XJ6/XJ8/XK8. Tel: 07773090246.

XK ENGINE £2500.

Early stud less xk engine needing rebuild but standard bores and pistons,with good waterways. Tel: 01858 575746.

XK8 WHEELS AND TYRES £350.

Wheels very good and tyres with about 4.5mm approximately. Buyer collects. Call for more info: 01952 814633, Shropshire.

XJ8 BREAKING

Breaking for spares. Good engine and seats, doors. 4 good Celtic 17' alloy wheels with Pirelli tyres.Tel: 0121 4277756, W.Mids.

XK PARTS

XK150 clear windscreen, used no damage, £50. Late XK150 and S1 E-type coopercraft front brake calipers with pads and pipes £200. Tel: 01477 535855, Cheshire.

E-TYPE S1 BONNET £1000.

Complete and solid. Outside stripped and primed. Inside painted red. Decided to buy a new item when re-painting my E-Type. Best offer over £1000, Tel: 07836 587112, Bucks.

MK II PART £75.

Steering wheel knuckle lock nut part number C15419 inmint condition Stephen Foster. Middlesex. Tel:- 0208 952 1234.

MK II PART £60.

MK II and similar front indicator lights complete. Brand new and boxed as supplied. Cost £72 the pair. Can send by post at cost. Stephen Foster. Middlesex. Tel: 0208 952 1234.

V12 E-TYPE ORIGINAL LIFTING JACK £125.

Excellent condition. Rarely available nowadays. Can pack and post at cost. Handle also available if required at an extra cost of £15. Stephen Foster. Middlesex. Tel: 0208 952 1234..



S1 E-TYPE EXHAUST £650.

Nearly new complete exhaust system for series 1 etype (not 2+2) tubular manifolds properly wrapped, all brackets, clamps, alternator shield etc. Tel 07966 192562, Manchester.

S2 COUPE PARTS

Comprising but not limited to: 12 Blade Fan assembley, Starter Motor, Side light fitting, Cibie Fog light (Unused), Rear Shock Absorber (used but not leaking), various headlight trims and many other odds and ends. FREE TO ANYONE WHO CARES TO COME AND COLLECT THEM. Tel: 07752 546966, Surrey.

S-TYPE PARTS

1965 S Type Spares, Back Axle and Suspension Complete, Auto G/Box, Steel Wheels Chrome Trims, Wheel Hubs and Discs and Other Spares. Offers, Collection Only, Croydon. Tel: 02087779329.



2.4 MK2 CYLINDER HEAD

Garage clear out. B type cylinder head from 2.4 MK 2 will fit other XK engines. No camshafts Offers. Tel: 01686 650375 Mid Wales.



XJ6 S1 FACIA £50.

Facia and clocks, battery, oil and water plus fuel gauges. Free postage. Tel: 0208 3997541, Surrey.



S1 HEADER TANK £120.

Original S1 header tank, poss S2 with sensors, size 8 inch x 6 inch. No dents, unused. Tel: 0208 3997541, Surrey.



JAGUAR MARK LX FRONT SEATS £850.

Very rare, refurbished Mark lX front seats in dark grey, bought them for my Mark VIII, had them refurbed and the rear wood doesnt fit! It turns out that the seats differ between the models. Tel: +441179698186



WOOD TRIM FOR XJ40 £40.

In excellent condition, wood trim to doors and dash. Tel: 01934853282



DOOR HANDLES £35.

Door handles XJ40, in VGC £35 each, all four are available. Tel: 01934853282



WINDOW MECHANISM £35.

Available to all windows. £35 each can be posted for £8.00.01934853282

XJ40 COMPLETE ENGINE £200.

Was working very well before I started to break the car, it has been stood for two years, gearbox is also available. Tel: 01934853282

XJ40 BONNET £60.

In VGC dark metallic blue. Tel: 01934853282

XJ40 BOOT LID IN VERY GOOD CONDITION £80.

XJ40 Boot lid in very good condition dark metallic blue colour. Tel: 01934853282



XJ300 STRAIGHT 6 REFURBISHED ALLOY WHEELS 1997 £200.

Set of 4 Alloy wheels in very good condition contact John on 01934 853 282 or 07847015175.



XJ300 LEATHER INTERIOR 1975 £250.

M reg jaguar interior, all electric are fully functional. Tel: 01934853282



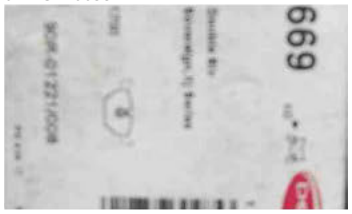
JAGUAR STEEL WHEEL £50.

Jaguar steel wheel with Dunlop SP sport tyre tread excellent, see pics. Reasonable offers accepted, Tel: 07758986158 Or 01773770095.



JAGUAR BRAKE PADS £15.

Jaguar brake pads as per pattern new item in box. Please call 07758986158 Or 01773770095.



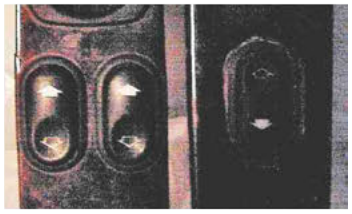
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JAGUAR BRAKE PADS £15.

Jaguar brake pads as per pattern new item in box. Please call 07758986158 Or 01773770095.



JAGUAR DOOR SWITCHES £10.

Switches fit an XJ40, Tell or text: 07758986158 or 01773770095.

XJ40 SPEAKERS OE £40.

Full set of speakers to fit an XJ40, excellent condition. Tel or text: 07758986158 or 01773770095.

NEW ROUND HEADLIGHT XJ40 £40.

Round headlight for the XJ40, can supply bulb for free. Tell or text: 07758986158



JAGUAR WHEEL CENTRES £20.

Jaguar wheel centres in excellent condition. £20 set of 4 free P&P. £10 single item. Phone or text: 07758986158 or 01773770095.

XJ40 FRONT BRAKE CALIPER SEAL REPAIR KIT £16.

Repair kit, enough for both calipers Text: 07758986158.



EXHAUST XK8 4.0 LITRE 98 £50.

Exhaust system cat back, in OK condition gas tight, MOT two weeks prior. One clip cut off so will require U Bolt at that point. Can ship UK £35.00 best collected south Bucks. Tel: 07777672218.



XJ6 SOVEREIGN FRONT SUBFRAME 1985 £200.

Front subframe. Jaguar replacement part, used but in excellent condition. Collection only. Also Jaguar Pepper-pot wheels. 5 offGood condition but will need refurbishment Offers.Tel: 07793423632



JAGUAR MONACO WHEEL AND OTHERS £149.99.

Nearly good as new condition from my wife's S Type others available. Also some Gemini from my XK8 and Barbados from my current X Type in varying conditions and prices, some with tyres. One front Paris, BBS bolts and hub caps also available at best price. Please call Mike at any time. 01372376858 or 07941741947 mikefarnham@tiscali.co.uk.

XK 150 FRONT BRAKE KIT FOR 15 INCH WIRE WHEELS £500

The front brake kit comprises Coopercraft 4 pot calipers, vented discs and a pair of special caliper mounting plates. These were originally supplied by Coopercraft as a kit for fast road use, Alpine Passes or track events. They are specially made to accommodate vented discs for 15 inch wheels. They are in good condition. Tel: 01743885153

SERIES 2 XJ12

Breaking all parts available series 2 xj12. Tel: 02078713109



JAGUAR WHEEL BADGE MOST TYPES/ COLOURS £8.99.

Prices from £8.99 used to £25 new. Let me know what you need and I will try to match your missing one. Ring me, or better still send me a jpeg and I will return a picture my best match. 25% discount per missing lug on the pink/red ones! Post included. Same day service. Email: mikefarnham@tiscali.co.uk or Tel: 01372376858 or 07941741947.



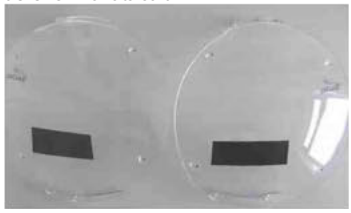
S TYPE 16 ALLOY SPIRIT WHEEL VERY GOOD USED £50.

I have a good number of these. Very Good Used Refurbished Condition, only minor blemishes remaining. Includes carriage. I will send more jpegs happily and speedily upon request. mikefarnham@tiscali.co.uk or Tel: 01372376858 07941741947.



X-TYPE ESTATE ROOF RAILS £100.

Pair of black roof rails in excellent condition. No scratches etc. All fixings included. Ready to fit as is or can be painted silver.£150 + postage. Will ship to UK mainland. Location: nr Norwich. Contact: Derek Hill T: 01953 788484 E: derek@hillshots.co.uk.



NEW 'S' TYPE HEADLIGHT CONVERTERS 2006 £20.

These are new / unused Genuine Jaguar 'S' Type Headlight (Headlamp) converters / protector. Part number JLM20849 Jaguar part number. These are perspex covers with the blackout for continental driving but also act as a protecter for the headlights. Tel: 02476407260

XK 15 INCH CHROME WIRE WHEELS AND TYRES £600.00.

A set of 4 chrome 15 inch x 6 inch wire wheels with Pirelli P4000 tyres all in good condition with plenty of tread on the tyres. I also have for sale a 15 x 5.5 competition silver painted wheel in sound condition for £60. Tel: 01743885153



20 INCH SENTA ALLOY WHEELS AND TYRES £400.

These are factory fitted wheels from my 2007 XK (May also fit the XF) alloys are in excellent condition with no kerb damage. Tyres are Dunlop Sport max and have around 4mm of tread- small nick in one tyre. Buyer to collect or arrange courier. tel no 01325 374 545.



5 X 18'' RAPIER ALLOY WHEELS £500.

Two are in fairly good condition with a very little kurbing with Pirelli pzero and the other two are kerbed quite badly with Pirelli p6000 on, there are no cracks or bends in them that I can see without spinning them on a tyre machine. More pictures/info can be sent by email upon request collection only. Tel: 07833172732

XJS PARTS VARIOUS 1988 £40.00.

xjs parts various headlamps , bumper chrome parts , relays wheel nuts 4 fuel pumps all working front grills, bonnet strutts door seals various hoses, coils, plug leads rotar arm , dissy caps oil filters having a clear out various prices pls ignore price above call for prices can post at cost, door mirrors, int mirrors. Tel: 07825238852

PRE HE XJS AND 6 LITRE PARTS

Breaking pre xjs ECU, dizzie leads, green injectors, amp, glass, manual pedal box, front subframe, bonnet, 16" speedline wheels and 15" similar. 6 LTR rad, ali radiator, 2" wide, 6 LTR aircon parts, and gearbox. Lots of smaller items, for HE models, phone or text: 07711 366011 complete exhaust 1995 turquoise super charger MOTD £3500.



XJ40 BONNET £50.

XJ40 BONNET in grey. No rust, in fair condition. Buyer collects. Tel: 07828 178885

E TYPE S3 PARTS

2 Chrome wire wheels, very good condition, SS spokes, fitted with Pirelli P4000 tyres. 3/4mm tread. £150 ea. 2 Chrome wire wheels, poor chrome fitted with Pirelli P4000 tyres 2/3mm tread. £50 ea. 2 pairs RH headlight chrome trims - newly chromed. £20 per pair. Buyer to pay transport. Tel: 01348 837221

E TYPE S3 PARTS

4 chrome wire wheels, 2 excellent, 2 poor all fitted with Pirelli P4000's 3/4mm tread. £150 and £50 each respectively. 2 pairs LH head light chrome trims, just re-chromed. £15 per pair. West Wales. Transport at cost. Tel: 01348 837221 or 07702 212481



XJ40 STEERING WHEEL £55.

In excellent condition. Buyer collects or pays postage. Tel: 07828 178885



XJ40 TOOLBOX £49.95.

In pristine condition. Buyer collects or pays postage. Tel: 07828 178885



INSTRUMENT BRACKET £7.50.

Takes standard 2' guages. Excellent condition. Tel: 07828 178885



E-TYPE SERIES 1 SWITCH LEGEND £8.

Condition: servicable. Tel: 07828 178885



1930'S CLOCK £500.

A 1930's time clock for ss1 in good condition but will need a service before fitting. Tel: 01759371891



4 X 20 SPOKE JAGUAR WHEELS £275.

4 x 20 Spoke wheels off an X300. These were used as a second set when I had an X300, but now surplus to requirements. In good condition with 4 very good 225 60 16 tyres (2 Pirelli, 2 Nankang) all with 6mm + tread. Open to sensible offers. Tel: 01277373635

XJ40 PIPE

Low pressure power steering pipe along the sump from steering rack to radiator. Jag Part No CCC6412. Tel: 01388 537196.



XK8 XKR WIND DEFLECTOR 2001 £345

This deflector is like new with no damage it is from my 01 XKR but was a much later purchase. It takes about a minute to fit / remove and securely locks into place with a key (spare provided). It can be lowered with the roof up. Happy to post worldwide (check for costs) or you can collect. Tel 0785 437 6561.



MK2 INNER FRONT WING £500.

Genuine MK2 Old Stock Jaguar Nearside Inner front Wing, with cross member fitted. Surface rust, with Tags. Tel: 01580713162.

E TYPE S2 FRONT L/H AND R/H BUMPERS £215.

Front L/H and R/H front bumper sections for series2 E type. Purchased some years ago and never fitted, but in as new condition. Price includes postage within UK.Tel 01254 812629 or email ashron@btopenworld.com. Tel: 01254812629



XJS CONVERTIBLE 2+2 BODYSHELL BRAND NEW

This is the final version of the XJS Facelift Convertible chassis, part number FHF-3100BA. Probably the last in existence, but of course it would be a major project to utilise it. Somewhere there will be a car which needs and justifies the effort. Serious offers only considered. (T). Tel: 01737 832686

JAGUAR 4.2 ENGINE £400.

Jaguar 4.2 engine complete with carbs exhaust manifolds and distributor. Tel: 01639821123

JAGUAR GETRAG GEARBOX £350.

Jaguar Getrag five speed manual box £350 07885251762.01639821123

CAR PARTS WANTED

E-TYPE S3 V12 VARIOUS PARTS

Wanted: complete hard top, good condition. Any colour. Downdraught weebers for V12. Back seats, headrests, visors, door mouldings. Andy:07850 781933. London.

XK140 VARIOUS PARTS

Wanted: XK140 bonnet, window winder mechanism and door lock mechanism, or complete DHC doors. Please ring Bill on 01708 720267. Essex.

XK140 DOORS

Preferably complete with all mechanisms but anything considered what ever the condition. Call Dave 01858 575746.

FOR 1948 3.5 SALOON

Correct tyre pump. Squeeze oil can for tool kit. Optional period MK4 tow bar assembly (someone must have one!). Tel: 07467 067196 or email: kerscott.farm@btinternet.com.

JACK FOR MKII

WANTED: Original jack for Jaguar Mark II 1967. Tel: 07711 158394. East Sussex.

MKII SALOON SIDE JACK 1965

Wanted: MK II A frame side jack. Any condition provided it works and is complete. Tel: 01485 518354. Norfolk.

2010 XF WHEEL AND TYRE

For use as a spare for an XF. Tyre size 245/45/ZR18. Tel: 01494 868941, Bucks.

CAM COVER

Smooth cam cover inlet side. Tel: 01733 265177, Peterborough.

420 DASH BOARD CLOCK

Also a guide spring for front door check arm Part No.: 10377 -supposed not available any more. If you have these items on stock or know where to get them it would be very nice if you let me know. Email: nohei-we@gmx.de.



XJ SERIES 1 ELECTRIC WINDOW MOTORS 1973

Wanted - Electric window motors for Jaguar XJ Series 1 Ring 07793 563034.

X350 CHROME FRONT GRILL SURROUND IN NEW CONDITION, 2004

WANTED: Chrome front grill surround 2004 model also rear boot chrome. Please email me at pauljaguarxk8@aol.com.Thanks. Tel: 07783636515

XK8 2001 DHC EXT WEATHER STRIPS

wanted: external weather strips for jaguar xk8 convertible 2001 must be excellent conditon and a reasonable price thanx. Tel: 07825238852

E TYPE PARTS 1967

E type series one 4.2 FHC pedal box, throttle pedal and prop shaft assy Please phone 01268 733312 or 07961 443544.



HAVE YOU GOT ONE OF THESE?

Wanted, Rev counter drive gearbox for 1958 XK150. Believe this also fitted to MkVII, MkIX etc. Tel: 01707889173

CARS WANTED

WANTED

Urgently wanted E-types and classic Jaguars in any condition. Will travel any distance. We pay more.

PLEASE TEL: 01322 669081 or 07836 250222
Fax: 01322 662400
Email: PJarvis646@aol.com

WANTED: XK140 DHC

Any condition. Please ring: 01708 720267. Essex

MARK 7, 8 OR 9

Wanted for restoration any thing considered from a wreck to a running serviceable car Call Dave 01858 575746.



WANTED - XJ SERIES 1 NEW OLD STOCK BODY SHELL

Cash Waiting. I can collect Tel: 07793 563034

JAGUAR DAIMLER COUPE WANTED

1975 - 1978 Coupe XJ6 or XJ12 wanted, consider all conditions, must be sensibly priced for a quick sale from £250 - £5000, happy to travel for the right car. Tel: 07845600278

JAGUAR XJR6 SUPERCHARGER

Wanted Jaguar XJR6 Supercharger any condition NON RUNNER, MOT FAIL Abandon project Faulty car Anything considered Melvin 07711 366011

WANTED XK 140/150

Enthusiast requires either XK 140 or 150, must be Drop Head Coupe. Colour unimportant. Private cash buyer. Email mikenicholls@msn.com or ring me 01305 775127.

GENERAL SERVICES

A&B RENOVATIONS

Specialists in leather renewal, repairs and re-dyeing. DIY re-dye kits supplied, wood stripping and re-lacquering and re-veneering. Interior trim supplied and fitted if required at very competitive prices. Our work featured many times in JEC magazine. John, A&B Renovations, 01206 820733 or 07976 810402, Kelvedon, Essex (T) (RB).

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An ideal base for driving holidays in North Devon and Cornwall. Our thatched cottage has covered parking for your Jaguar, is child and dog friendly and sits on the Devon Cornwall border. Call: 01409 261502 or visit www.theoldcottage.moonfruit.com for more details or to book a stay. Devon (AB).

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To a very high standard. You won't be able to tell the difference from the original. 01425 477856. Ringwood, Hampshire (T).

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For all exhaust manifolds, and repairs carried out where necessary. We also have a stock of repaired manifolds which are in a better condition than when they left the factory. 01425 477856. Ringwood, Hampshire (T).

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Monaco, Cap D'Ail Apartment. Ina a private Villa with own security gated @ Parc@, superb location. Balcony with panoramic views, W/S/W towards Car Ferrat. 40 minute walk to Monte Carlo. Economical rates to careful Jaguar Owners. Call: 01594 842441 or email: esgair@bttelecom.com.

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Coombes style bonnet Louvres and spats manufactured. Any vehicle catered for. Call: M Breakhouse, 01753 654144.



DREAM HIRE E-TYPE

LCJH ltd are delighted to be able to offer JEC members our self drive hire 1962 Jaguar E-Type FHC (Edward). To view all our services please visit:www.lancashireclassicjaguarhire.co.uk or call: 07769587021.



DREAM HIRE E-TYPE 2+2

LCJH ltd are delighted to offer JEC members our self drive hire 1972 Jaguar E-Type 2+2 (Elton). To view all our services please visit: www.lancashireclassicjaguarhire.co.uk or call: 07769587021.



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Come to the sunny Charente and stay in our car friendly gite complex. HUGE, well equipped workshop with lift and tools. Explore the local region, visit nearby St.Emilion and the local Bordeaux vineyards. Convenient for the Circuit des Remparts Rally in nearby Angouleme. A petrol heads paradise www.classiccarsandgitesinfrance.com. Tel: 0033638550485

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Pre-1979 models only, all aspects covered, Jaguar trained, 40 years experience, Thames Valley area, £35 per hour no VAT. Please contact Mark on: 07931 815462. Berkshire (T) (RB).

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JAGUAR 420G WEDDING CAR

Lancashire Classic Jaguar Hire are proud to offer there Jaguar 420G as a chauffeur driven wedding car. For a bespoke quotation please submit our enquiry form which you can get to by clicking "Contact Us" on our website. http://www.lancashireclassicjaguarhire.co.uk Or, call on 07769 587021.

MISCELLANEOUS



TRANSMISSION MANUAL £25.

Jaguar MkVII,VIII,IX and 10 automatic transmission manual. Pub No.E/113/5. Tel: 01698 385135, Lanarkshire.



ORLANDO, FLORIDA VILLA FOR RENT

5 bedroom villa, with lake views, 5 minutes from Disney. Please see: www.florida-villa.co or email: alamandaloop@aol.com or call: 01368 864516. East Lothian.

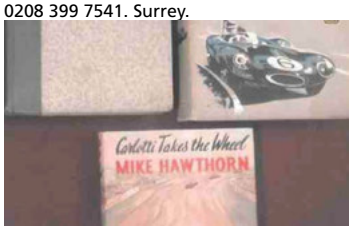
VARIOUS

Large leapers on bases £100 pair. Series 2 hubcaps £15 pair. Leaper shirt carrier and holdall £10. Nice Shell petrol can £20. 10 log books 56/63 (not Jags). Cards £20. Collect only. Tel: 07747176756. Glos.



CORGI MODELS

Corgi Jaguar Mark X cars in rep/boxes No. 238. 3 colours. Manuf. years 1962-1967. £100 for the lot or £45 each. Tel: 0208 399 7541. Surrey.



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Auto gearbox renewed app. 2,000 miles ago. Excellent condition inside and out. Light ocean blue interior dark blue piped in light blue. Foot stools fantastic Alpine 6 stack CD auto exchange radio cassette stereo system. Engineers service report history from Royce of London. Interesting Reg Plate. 111000 miles. Tel: 07721600223.



RARE BOOK - JAGUAR XJ220 BY PHILIP PORTER £2200.

No longer in print. Photographs by Peter Burn. Absolutely mint condition, in unmarked slip case, in original printed card outer protective packaging. Last priced on Amazon £2,435. Extremely rare and very collectible. Tel:0208 942 5151.

VARIOUS

Large leapers on bases £100 pair, s series 2 hubcaps £10, Leaper suit carrier and small holdall £12, Daimler document folder £5, Nice Shell Petrol Can £20, 10 log books 56/63 (not Jags) plus 1974 tax disc £20. Collect Glos. Tel: 07747 176736.

MK2 SEAT SUBFRAMES £250.

Fit XJ40 seats to a MK2 seat runners. All XJ40 electric parts removed. All bolt on black powder finish. Postage extra. Tel: 01354 657108.



WORKSHOP MANUAL £35.

Jaguar Mk VII and XK120 original workshop manual with additional paper service bulletins (including wiring diagram wo5494081). Tel: 01698 385135

XK140 REGISTRATION NUMBER £2295.

VOP 140, ideal for any XK140, particularly one running a reissued number. On retention and ready to go, offers invited. Tel: 07787 528131.

XK120 SPORT AND F.H.COUPE HANDBOOK

Operators/maintenance handbook bought in 1955 for school project and unused since, still in as new condition apart from some details of car entered. Tel: 01142461465.

WINTER TYRES £400.

4 x Dunlop sport 255/40/19. Little used 7-8 mm tread. Surplus to requirements, buyer to collect. Email: ian@ianhazelfunerals.co.uk or Tel: 0121 3087777.

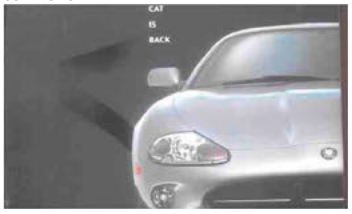
JAGUAR WORLD MAGAZINE

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We offer a well equiped 3 bedroom 6-8 berth mobile home, on a large hedged plot in a spacious park like family owned 4 star campsite at St. Jean de Monts. Photographs do not do it justice. From £250 a week (low season) to £675 (Peak). Discount for Club members. Tel: 020 8942 5151.



XK8 BROCHURE £20.

The cat is back - 1996 XK8 brochure. 40 pages large fold out pictures. Tel: 0208 3997541, Surrey.



JAGUAR DRIVERS CLUB BADGE £50.

Rare early type badge, much heavier gauge brass, individually numbered on the reverse. Removed from our XK150 when sold. Well worn and has toured more than 10,000 across Europe. £50 inc P&P. Tel: 020 8942 5151. Surrey.

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WORKSHOP MANUALS £20.

Workshop manuals for MKVII-X 1.2 XK, S and E-Types plus one for XJ6 68 to 72 in good condition. £20 for both inc P&P. Tel: 01745 351535. Conway.



RAC 1950 GRILL BADGE £50.

RAC 1950 Grill Badge. Enamel chrome on brass. Complete fixing kit. Size 3.25 x 4.25. £50. Post free. Tel: 0208 399 7541. Surrey.



DUNCAN HAMILTON BOOK £35.

Duncan Hamilton book, torch wood printed for motor racing book club.1964. For sale to members only. Dustcover special. 230 pages. 27 illustrations. Tel: 0208 399 7541. Surrey.



JAGUAR BADGES - VARIOUS

Jaguar 1.5 litre badge. Chrome pitted. Good enamel. £100. Prefer swop for 2.5 badge. Original XK140 front badge, enamel chipped. £85. Series 1 E-Type front badge, original. £25. Tel: 0161 483 8733. Cheshire.

PRIVATE PLATE £700.

On retention ideal for XK coupe or convertible 55 XKC. Tel: 01757 618573

VARIOUS HAND BOOKS

One early E-Type FHC £25. Two 3.4 and 3.8 S-Type. One MK10, One 420G, Two 420, One 2.4 MK1, One 3.8 MK2 and 3.4 MK2 all £10 plus P&P Some with service sheets, phone tel: 01452 730732.



MAPPIN AND WEBB PEN HOLDER

Mappin and Webb desk pen holder. Sliver plated London and Sheffield with Jaguar logo on side. 4 inch height. 2.5 inch diameter. £85. Tel: 0208 399 7541. Surrey.

SALES BROUCHERS

XK8/R 2001 Face lift model sales brochures JLM/10/02/03/01 and 02 £20. Each XK March 2000 price list £10, Jaguar 2001 Press Pack £15. Plus postage on all. Tel: 01634 867810, Kent.

FITTED OUTDOOR CAR COVERS £100.

Two top-of-the-range fully fitted outdoor car covers for sale. To suit (1) XJ Saloon (X350/X358) and (2) XK8/R Coupe (X100). Both are in excellent condition and cost me over £260 each when new. I have now sold both cars. Just £100 each and will sell separately. Call Malcolm for more details on 07900 553350. Cheltenham.



PRIVATE PLATE £500.

X300 JAG Cherished number held on retention. DVLA have no Jag on retention, so a real bargain. Tel: 07747110156.

JAGUAR MKII SERVICE MANUAL £30.

Jaguar MKII models 2.4/3.4/3.8/240/340. Publication no. E121/7 fourth edition V.G.C. No dirt oil or tears. Tel: 01909 484027. Notts.

SERVICE MANUALS EARLY

Jaguar service manual for all models from 1946 - 1948. Best offer secures. Tel: 07563 600486, Portland.

YOUR OWN LIBRARY £150.00.

Your Own Library264+ JEC Magazines January 1992 to December 2014 all there in excellent condition to be sold as one lot. Buyer to arrange collection. Offers in region of £150.00.M Fowler. 01202870584 Dorset.



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E TYPE AND JAGUAR BOOK

Original E Type Restorers Guide(Philip Porter), Jaguar E Type Restoration and Originality Guide(Dr Thomas F. Haddock), Jaguar Quarterly E Type Souvenir Issue April/May 1991, Jaguar E Type Gold Portfolio 1961-1971, The Illustrated Jaguar Motorcar Legends(Roy Bacon)-all in excellent condition. Offers please. Tel: 01202 882320.



XJS SALES BROCHURE £25.

1988 26 pages + specification, lots of colour art work. Free postage. Tel: 0208 3997541, Surrey.



JAGUAR SPORTS CARS £40.

Book by Paul Skilleter, 1983, 360 pages with dust cover excellent condition, free postage. Tel: 0208 3997541, Surrey.



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OXY ACETYLENE WELDING SET £175.

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NUMBER PLATE 3456XJ 2015 £2000.

Number Plate 3456XJIf interested please contact Ian. Tel: 02392631251

REGISTRATION PLATE 1998 £400.

Registration plate on retention certificate. S11HPE Tel 07775447733. Shropsire.



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EASYRISE Vibro Massage/Recline Chair. A must for someone who cannot move about or walk easily as this chair will massage 5 different parts of the body, shoulder to legs on either automatic mode or manual. COST £2000 new! Carries BS5852 Fire and Safety Ignition 5 Standard, used in hospitals and nursing homes As new new motor, nothing worn. Tel: 01570470160

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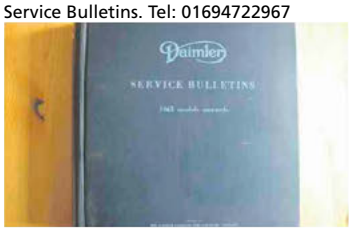
DE02 JAG PRIVATE REGISTRATION £1400.

DE02 JAG Registration for sale currently on retention. Tel. 07989 267051.



DAIMLER SERVICE (WORKSHOP) MANUALS 2½ LITRE V8, 0

A complete set of Daimler Service Bulletins is selling on ebaY. These are interesting confidential memos sent by Jaguar to all Daimler Dealers to complement the normal Workshop Manuals, and are of great interest to all Daimler owners from 1963 71. Just search ebay for: Daimler Service Bulletins. Tel: 01694722967



DAIMLER SERVICE (WORKSHOP) MANUALS 2.8, 4.2 LITRE

A complete set of Daimler Service Bulletins is selling on ebaY. These are interesting confidential memos sent by Jaguar to all Daimler Dealers to complement the normal Workshop Manuals, of great interest to all Daimler owners from 1963 71. Just search ebay for: Daimler Service Bulletins Tel: 01694722967



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CHERISHED NUMBER PLATE £650

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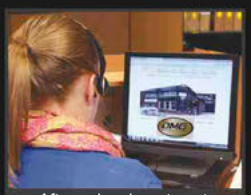

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